THE
North-Carolina Standard.
WILLIAM W. HOLDEN,
Editor and Proprietor.
FRANK. I. WILSON, Associate Editor.

Semi-Weekly Standard.

Vol. V. RALEIGH, N. C, WEDNESDAY, MARCH 7, 1855. No. 30.

TERMS OF THE WEEKLY—*Two Dollars per annum*, in advance, or within the first month; Two Dollars and fifty cents, if payment be delayed six months; and Three Dollars, if not paid within six months from the time of subscribing.

TERMS OF THE SEMI-WEEKLY—*Four Dollars per annum*, in advance or within the first month; Four Dollars and fifty cents, if payment be delayed six months; and Five Dollars, if not paid within six months from the time of subscribing.

Terms of Advertising in the Standard.

Our regular rates of advertising are as follows:
One square, (14 lines or less) first insertion, - $1 00
Each subsequent insertion, - - - - - - 25
Longer advertisements in proportion.

Contracts will be made with advertisers, *at the above regular rates*, for six or twelve months, and at the close of the contract 33⅓ per cent. will be deducted from the gross amount.

Professional or business Cards, not exceeding five lines, will be inserted in either the Weekly or Semi-Weekly, for $6 for six months, or $10 for twelve months; or in both papers for $10 for six months, or $15 for twelve months.

☞ The paper will be sent to advertisers for six months or by the year, free of charge.

*** Subscribers and others who may wish to send money to the Editor, can do so at all times, by mail, and at his risk. Receipts for all sums will be promptly transmitted.

Letters to the Editor must come free of postage.

ED. GRAHAM HAYWOOD,
Counsellor and Attorney at Law,
RALEIGH, N. C.,

Will attend the County and Superior Courts of Wake, Johnston, Chatham and New Hanover. He is to be found at the office formerly occupied by the late Hon. Will. H. Haywood, Jr.

Raleigh, January 8, 1854. 16—w&sw6m.

JAMES J. IREDELL,
Attorney and Counsellor at Law,
RALEIGH, N. C.,

Will attend to all business entrusted to him, in the Courts of this and the adjoining Counties.

Office—the one occupied by the late Hon. James Iredell.

Raleigh, June 15th, 1853. 62—tf.

WINSTON & CLARKE,
Counsellors and Attorneys at Law,
RALEIGH, N. C.

P. H. WINSTON. WM. J. CLARKE.

March 29, 1853. 34—

Law Copartnership.
MILLER AND ROGERS,
ATTORNEYS AND COUNSELLORS AT LAW,
Raleigh, N. C.

Will attend promptly to all business entrusted to them.

H. W. Miller, S. H. Rogers.

October 23, 1854. 66—tf.

A. M. McPHEETERS, H. CHISELIN, J. W. MARTIN.

A. M. McPHEETERS, & CO.
Wholesale Grocers,
FORWARDING AND COMMISSION MERCHANTS,
Office at No. 6, Roanoke Square,
Norfolk, Va.

REFERENCES:
Thomas P. Devereux, Esq., Halifax, N. C.
Geo. W. Mordecai, Pres't Bank of the State of N. C.
C. Dewey, Cashier " " "
W. H. Jones, Cashier Bank of Cape Fear.
L. O'B. Branch, President Raleigh and Gaston Road.
Messrs. Reid & Soutter, Dr. N. C. Whitehead, Pres't Farmer's B'k of Va. } *Norfolk.*
Alex. Bell, Esq.
Messrs. Spence & Reid, *Baltimore.*
" B. Blossom & Son, *New York.*

September 16, 1853. 87—

LEWIS & KING,
Commission Merchants,
MOBILE, ALABAMA.

B. B. Lewis, formerly of Franklin Co., N. C.
Dr. Peyton King, of Pickens Co., Ala.
A. M. Lewis, our authorized agent of Raleigh, N. C.

June 6, 1854. 58—

KADER BIGGS & CO.,
GENERAL COMMISSION MERCHANTS,
Tunis's Wharf, Town Point,
Norfolk, Va.

References—Messrs Bloodgood & Co., E. P. Tabb, & Co., and Alex'r. Bell, Esq., Norfolk; Hon. Asa Biggs, Williamston, N. C.; Col. J. B. G. Roulhac, Raleigh, N. C.; Lewis Thompson, Esq., Hotel, N. C.

October 27, 1854. 96—1y w

Texas Real Estate Brokerage,
COLLECTING AND LAND AGENCY.
RAYMOND, FREEMAN & CO.,
ATTORNEYS AT LAW,
City of Austin, Texas.

D. C. FREEMAN, JR. N. C. RAYMOND. G. R. FREEMAN

HOMES IN TEXAS, AND SAFE INVESTMENTS obtained through this Agency.

Fidelity to the interests of non-residents.

Registers of land for sale, in all parts of the State; full exhibits of title and accurate descriptions, also registers of town and city lots.

Lands located, bought and sold.

Claims against the State or individuals collected and adjusted, and remittances made by exchange on New Orleans, or any of the northern cities, if desired.

A thorough and intimate knowledge of the country, and the land system, insures superior locations and the best titles.

Strangers looking at Texas may always have some leading items and useful hints at the office of this Agency.

Registers open for examination.

☞ Office in Congress Avenue.

May 20, 1854. 54—1y.

FALL TRADE, 1854.

WE ARE NOW RECEIVING PER STEAMER BALTIC and Alps, and the Packet Ship Caroline, our Fall Importation of

Foreign Dry Goods,

Purchased for *Cash* by an agent of Mr. W. Weddell at *very low* rates. We are also in receipt of a large and commanding Stock of

Domestic Fabrics.

Purchased from first hands, and at the recent

Large Auction Sales

at great sacrifices.

We respectfully solicit a call from the North Carolina and Virginia Merchants, feeling confident we can offer them Goods at as *low prices* as can be found in any market.

STEVENSON & WEDDELL.

Petersburg, Va. 83—

HOW TO SAVE MONEY.
Call at H. L. EVANS'
No. 29 Cheap Place,
Raleigh, N. C.

THE SUBSCRIBER WOULD RESPECTFULLY inform his friends and customers that he has on hand a large and well assorted Stock of Fancy and Staple Dry goods, Hats, Caps, Boots, shoes, &c. (this fall's purchase,) which, he desires to close out by Spring, to make room for another stock, and to enable him to do so, the entire stock will be sold at reduced prices, *for cash*, or to punctual dealers on a short credit.

Call and examine for yourselves.

H. L. EVANS.

RALEIGH AND GASTON ROAD.—ON AND after 3d July the Passenger Train will leave the Depot at Raleigh at half past 6 A. M.—stop 35 minutes at Franklinton, and reach Weldon at half past 11, in time for passengers to take the Wilmington train going South, and the Petersburg and Portsmouth trains going North.

Returning, it will leave Weldon at 2 P. M., after the arrival of the train from Wilmington, and reach Raleigh at half past 6 P. M.

Office Raleigh and Gaston R. R. Co., June 29th, 1854. 85—tf.

FINE TABLE CUTLERY.—IVORY BALANCE Handled Knives and Forks, 51 pr. in sett.
Ivory Handled Game and Beef Carvers and Forks.
" " Butter Knives and Steels. For sale by
J. BROWN.

BRASS ANDIRONS. WIRE FENDERS, BRASS Rim. Brass Head Shovels and Tongs.
Fire Carriers and Coal Hod,
Coffee Toasters and Tea Kettles. For sale by
J. BROWN.

RALEIGH & GASTON RAIL ROAD.—Slaves are not permitted to travel on the Rail Road without a written permit from their owners. Duplicates should in all cases be given, as the Ticket Agents are instructed to retain one copy of every pass.

JAMES M. POOL,
Ticket Agent.

Raleigh, January 6, 1854. 15—

DISSOLUTION. THE UNDERSIGNED HAVE this day retired from the Wholesale Grocery and General Commission and Forwarding Business, Messrs. Baker and Barraud succeeding them in the General Commission Business.

They avail themselves of this opportunity to thank their friends for the patronage extended to the , and beg leave earnestly to recommend their successors to the confidence and employment of their friends and the public generally.

WILSON & GRICE.

Portsmouth, Va. Jan. 1, 1855. 17—1y.

CO-PARTNERSHIP. THE UNDESIGNED HAVE this day entered into Co-Partnership under the firm and style of BAKER AND BARRAUD, as successors to Messrs. Wilson and Grice, for the purpose of conducting Produce Brokerage and General Commission Business, for which purpose they have taken the large Warehouse occupied by Wilson and Grice.

They solicit the patronage of their friends and the public generally, assuring them that all business entrusted to their care shall have prompt and personal attention.

WM. J. BAKER, of North Carolina.
THOS. L. BARRAUD, of Virginia.

Portsmouth, Va., Jan. 1, 1855. 17—1y.

WHITE LEAD.—4000 LBS. OF SUPERIOR White Lead in store and for sale by
WILLIAMS & HAYWOOD.

AGRICULTURAL MACHINERY.—The subscriber has on hand the largest stock of Farming implements to be found in the State, embracing horse powers which have taken the first premiums at the late Fair, held in Baltimore and this city; wheat Threshers, wheat Drills seed Sowers, corn Planters, Corn shellers of every kind, to shell from 300 to 1500 bushels per day, which are sold low, and warranted fully equal to any to be found in the Union; straw cutters for hand and horse power, hominy Mills, Grist mills capable of grinding 20 bushels of good meal per hour; Corn Cob Crushers, Vegetable Cutters, Fan mills, some of which have taken 54 premiums with several medals and certificates of their pre-eminence over all others; Harrows of every size and shape. Cultivators for one and two horses, with wrought and cast iron and reversable steel teeth, Cotton and Tobacco Cultivators, Plows of all patterns for one, two, three and four horses, as large and desirable an assortment as can be found in any house north or south, with 40 tons of Plow Castings to suit; ox Yokes, ox Bows, Yoke irons, Bow pins, whiffle Trees, Trase Chains, Ox and Log Chains, Axes, Grub hoes, wedges, Drag and Cultivator Teeth, spades, shovels, Forks, (some worth $6 each,) Garden Tools, hoes, Garden Plows and Cultivators, Chain Pumps, Cast Iron Pumps, Garden Engines, Post-hole Augers, Bull Rings, Ox Balls, Butter Churns, with every other desirable Implement for the Farm, to be found in any Agricultural House north or south, with many other desirable goods, viz: Bar Iron of all sizes for the farm, blacksmith, ship wright, carriage makers, &c. &c., bellows, anvils, vices, stocks and dies, hand and sledge hammers, blast pipes, cart boxes, carriage axles and springs, couldrons and other hollow castings, grindstones framed and not framed, with friction rollers for same, &c., with a large lot of superior green and black teas, cigars, white and colored carpet warp, hemp twine for sturgeon nets, wrought and cut nails, ship and boat spikes, with a great many other goods, which cannot be enumerated in an advertisement. All in want, are invited to call and supply themselves on the best terms.

S. MARCH.

Norfolk, Va., Dec. 15, 1853. 10—

TO THE PUBLIC.—THE SUBSCRIBER IS pleased to inform the public that his CHOLERA AND DIARRHŒA MEDICINE affords more prompt relief in the various affections of the Bowels, and consequently more satisfaction to all who have used it, than any other Medicine ever offered to the public. The following are among many testimonials of its efficacy:

Dr. R. H. Worthington—Dear Sir: I take much pleasure in adding my testimony to others in favor of your remedy for Bowel Affections, &c., having so frequently experienced its beneficial results in my own case, as well as in many others to whom I have given it. I carried a bottle of it with me to Baltimore, (and here permit me to say, I would as soon think of traveling without money as without this remedy,) and finding many among my acquaintances there who were suffering with various forms of Bowel Affections, I gave it freely, and in no instance did it fail to afford the most prompt and decided relief, as it has done here. I congratulate you, and especially the public, on the discovery of a medicine which is better calculated to protect mankind and alleviate suffering, than any other ever brought before the people.

L. T. SPIERS.

This is to certify that, some weeks back, I was taken with a violent Diarrhœa, which persisted for eight days. Being some sixty miles from home, I made use of all the remedies I could think of, but without affording any relief. On arriving at home, I was informed that Dr. R. H. Worthington had prepared a remedy for Cholera, &c., and was advised to use it. I did so, and to my astonishment, one single dose gave speedy and permanent relief, since which time I have used it frequently in my family; and in justice to the Doctor say, I consider it *much the most valuable Medicine* I have used in an experience of twenty years.

F. M. CAPEHART.

Murfreesboro', N. C., Oct. 2, '54.

Dr. Worthington—Dear Sir: I take great pleasure in recommending your Cholera Medicine to the public, and more especially since I have had personal experience and observation of its beneficial effects.

I have tried several remedies put up for Cholera, &c., but have never found such happy results from any as from your invaluable remedy. I have such unbounded confidence in its efficacy, that I am unwilling and will not leave home without a supply with me; and I regard it as one of the most valuable discoveries of the age. Yours, truly,

W. P. BEAMAN.

Windsor, N. C., Sept. 19, '54.

Dr. R. H. Worthington—Dear Sir: I have made some effort, and have succeeded in introducing your Medicine to the public, and I find it is taking very well indeed; and the result is, that I have nearly sold what you sent me. I therefore wish you would send me some more as soon as you can. * * * I have not the slightest doubt but that this Medicine is the very best remedy out for the disease for which it is recommended. I hope you will soon send me a supply, as I would not like to get entirely out of it.

Yours, truly,
GEORGE W. McGLAUGHON.

[From the Murfreesboro' Gazette.]

Messrs. Editors: In looking over the last number of the Gazette, I found a communication from our friend, Mr. L. T. Spiers, recommending Dr. R. H. Worthington's Cholera Mixture to the public, for the cure of Diarrhœa, Dysentery, and other kindred diseases. Having experienced in my own case, the happy effects of its use, as well as other members of my family, I can safely say that I regard it as superior to any remedy we have ever used, in an experience of twenty years. I would, therefore, recommend it to every family, as an invaluable remedy, and every individual to procure a bottle and keep it by them in these times of cholera.

R. R. PARKER.

Murfreesboro', Aug 30, '54.

This is to certify that I have used Dr. R. H. Worthington's Cholera Medicine in my family for the last four or five weeks, in several cases of Bowel Complaint, so common in our vicinity, with invariable success. One of the cases was that of a negro child, some four or five months old, who was so emaciated by the effects of the disease, that its life was nearly despaired of, when my wife happened to think that she would try the Cholera Medicine, and did so with complete success, in less than forty-eight hours. I am thoroughly of opinion that no family should be without so fine a medicine.

Given under my hand, this 3d day of October, '54.

A. W. DARDEN.

Murfreesboro', N. C.

Dr. R. H. Worthington: It affords us pleasure to say, that we have used your Cholera Diarrhœa Medicine for the last twelve months, and have found it invariably successful, in relieving speedily the cases in which we have had occasion to use it. We entertain a high appreciation of its value, and have no hesitation in expressing the opinion, that it will prove to be a valuable family medicine.

RICHARD G. COWPER.
B. F. SPIERS.

Oct. 17, 1854. 96—tf.

For sale by Williams & Haywood, Raleigh, N. C.

FRESH DRUGS, MEDICINES, &c.—WILLIAMS & HAYWOOD, are now receiving large additions to their stock of DRUGS, MEDICINES, CHEMICALS, PAINTS, OILS, DYESTUFFS, WINDOW GLASS, PERFUMERY, &c., &c., from the most reliable Houses in the Northern Cities, which have been purchased with an eye single to their purity, and are offered for sale at such prices and on such terms as shall compare favorably with any house in the State.

Physicians, Country Merchants, and Dealers generally, will do well to give us a call before purchasing, feeling assured we shall not fail to please both in point of price and quality.

Orders promptly attended to, and particular attention given to packing and forwarding.

Family Medicines and Prescriptions compounded at all hours of the day and night, by a competent person with neatness and despatch.

We tender our most sincere thanks to the citizens of Raleigh and the surrounding country for the long and liberal patronage we have received, and trust by untiring zeal and energy to please in the prosecution of our business, to merit its continuance.

Raleigh, April 28, 1851. 94—

$25 REWARD.

RANAWAY FROM THE SUBSCRIBER, ON SATurday morning last, a negro woman named ELLEN, about five feet eight inches high, dark complexion; and had on a purple homespun dress, and had with her a copperas-checked homespun dress. I fear she may obtain a free pass, and endeavor to escape to a free State. She is 22 years of age.

A reward of twenty-five dollars will be paid for her apprehension and delivery to me, twenty miles west of Raleigh, on the Haywood road, or for lodging her in any jail, so that I get her again.

OSBORNE BOWERS.

Wake Co. Nov. 9, 1854. 101—tf.

SAM'L. McD. TATE,
Galveston, Texas,
(LATE OF MORGANTON, N. C.)

WILL ATTEND TO THE PURCHASE AND SALE of Lands and land certificates, paying taxes, &c.

Having made arrangements with an able and reliable Attorney, will attend to the perfecting of Titles to Land and collection of debts in any part of Texas.

Refer to Col. Geo. Little, Raleigh; Col. J. R. Dodge, Rockford; Hon. T. L. Clingman; R. C. Pearson, Esq., Morganton.

February 5, 1855. 22—3m.

J. CHLOSS & BRO.
DEALERS IN
Staple and Fancy Dry Goods, Clothing, &c,
RALEIGH, N. C.

☞ Call at Lougee's New Brick Building, next door to Col. Hutchings' Sadlery Establishment.

Terms—Cash, or credit, if settled every six months.

J. SCHLOSS & BRO.

Raleigh, 27, June 1854.

PREPARATION FOR THE FALL AND WINTER CAMPAIGN, 1854-'55 AT THE CLOTHING BAZAAR. Having completed the extensive additions to our wholesale dapartment, which have been under contract the past season, have now the pleasure of announcing that both the lower and upper rooms of this *Mammoth Clothing Establishment* are well filled with the largest assortment of seasonable and *Fashionable Clothing* ever displayed at the same time in the Old Dominion. The firm invite especial attention to the quality, workmanship, style and price of their clothing, believing that in all respects it has unrivaled claims upon the attention of the Wholesale purchaser. Especial attenion is given at all times to the selection of sizes, so that the purchaser of a small stock will only have those sizes which fit the majority of customers, and leaving them with a clean stock at the close of the season.

Our stock comprises every thing properly belonging to the Ready made Clothing and Gentlemen's Furnishing business, in part as follows:

French Black Dress and Frock Coats, $18 to 35
English " " " " 14 to 20
American and German " " 6 to 15

Fancy, dress and frock coats of every desirable color, Cloth, Cassimere, Tweed and Beaver Sacks, half Sacks, Frocks and Paletots, varying in prices from three to twelve dollars.

Over Coats of every suitable style of goods in market, from the lowest to the finest grade.

Cloaks, Caledonians, Julien and Talmas.

Pants—in our large and choice assortment may be found styles to suit all tastes, black Cassimere and French Doe Skin, also, French, English and American fancy and solid colors.

Vests—Rich Plush, Velvet, Grenedine, Florentine and Baratha Silk, Cashmere, Imitation Cashmere, Blue and Fancy Cloth, Black and Fancy Satin, Farmer's Satin, with a large assortment of party and wedding vests, not surpassed by any establishment.

Our *Furnishing Establishment* is well supplied with everything pertaining to that branch of the business, as Gloves, Shirts, Collars, black and fancy Cravats, Stocks, Scarfs, Drawers, Money Belts, Dressing Gowns, &c., &c. Our prices will be uniform and as low as goods of the same quality can be purchased in the Northern cities.

To the *cash* and *prompt paying* purchaser we solicit a call to examine our stock before making their purchases.

A. S. SHAFER & CO.,
Clothing Bazaar, cor. Syc. and Back st.

Petersburg, September 5, 1854. 83—

LEATHER FOR SPRING SALE AND RETAIL.—We respectfully inform our friends and the public that we have in store a large and most excellent *Stock of Leather and Findings*, for the Spring Trade, which we will sell as low as any other establishment South of New York, and for less price than they can be had even there, expenses of travelling, freight, &c., considered.

All of our purchases having been made from the Importers and Manufacturers by the whole case or package, and the advantage of receiving Leather regularly from our own Tannery, places it in our power to sell Goods as above stated. Those who wish to buy cannot lose by giving our stock an examination, and we believe we shall be able to please, both as to price and quality. Below we enumerate some of the leading articles viz:

20 dozen of Crawford's Calf Skins (this maker had the premium awarded to him at the World's Fair held in London in 1851.)
40 dozen French Skins, best quality,
40 " American Calf Skins,
90 " Lining and Binding Skins,
10 " Morocco Skins,
800 Sides Oak Tanned and Hemlock Sole Leather,
50 " Band Leather,

Lasts, Boot-Trees, Shoe and Boot Maker's Tools of every kind, Tanner's and Currier's Tools.

Also, Sewed Brogans of our own manufacture, warranted to give satisfaction, and many other articles too numerous to mention, at No. 21, Old street, opposite B. P. Harrison's Saddlery.

F. A. & R. H. FORD.

N. B. We pay the highest price in cash for Green and Dried Hides delivered to us at our Store.

Petersburg, May 5, 1852. tf.

FIRST PREMIUM!—SMUT AND SCREENING MACHINE, YOUNG'S PATENT. IMPORTANT TO MILLERS AND MILL OWNERS.—This Machine received the first premium at the North Carolina State Fair, and was recommended to the public as the *best* now in use in the State. Seven hundred of them are now running in North Carolina, all of which are now in operation and have given the most entire satisfaction, in regard both to performance and durability, some having run six years and perform as well now as they did at first, and have not been out of order one day. We have thrown out ten different Smut Machines to make room for this. They are warranted for five years, and delivered at the Mill any where in the State.

Manufactured and sold by
JNO. A. McMANNAN,
South Lowell, Orange County, N. C.

April 16, 1854. 44—tf.

☞ Cut this advertisement out and keep it.

A VALUABLE PLNATATION FOR SALE. Wishing to remove South, I will sell on favorable terms, the plantation on which I now reside, formerly owned by the late Henry J. G. Ruffin, containing about 1,500 acres on Contentnea creek, where the Wayne and Greene lines unite with that of Edgecombe. A large portion of this plantation is rich bottom land; not subject to overflow, and is well adapted to the production of cotton and corn. This plantation is favorably situated, being within seven miles of Black Creek Depot, on the W. R. R. and within five miles of the Greenville Plank Road, and has been long known as one of the most valuable in this portion of the St

E. RUFFIN.

September 23, '54. 1—swtf.

Blacksmithing, Horse-Shoeing, &c.

EDWARD YARBROUGH, Jr., HAVING erected a new Blacksmith Shop at the corner of Hargett and Wilmington St's., is prepared to have all work in the above line executed with care and dispatch. The well known *Jim Atkins*, with competent assistants, being permanently engaged, he is enabled to have the animals entrusted to his care shod in a workmanlike manner.

Raleigh, May 20, 1854. 54—tf.

A DESIRABLE RESIDENCE FOR SALE. The subscriber offers for sale her place of residence in Wake County, N. C., situated five miles West of Raleigh, immediately on the Central Rail Road. The Dwelling is a very large and convenient one, handsomely situated. The outhouses are good, consisting of the Printing Office Buildings, Kitchen, Ice-house, Barn, Stables, &c., &c. There is a Well of excellent water, with a chain pump. Also a great variety of Fruit Trees, Grape Vines, etc.

The Tract of Land contains 150 acres—60 acres of which is cleared and susceptible of a high state of improvement—some 20 acres being good meadow land. Other lands, if wanted, may be purchased adjoining.

In consideration of its healthful and convenient location, and many valuable improvements, it is in every respect desirable as a place of residence.

Any persons wishing to purchase are invited to call and examine the premises for themselves at as early a day as practicable.

G. MEREDITH.

Dec. 20 1854. 8—tf.

P. F. PESCUD,

WHOLESALE AND RETAIL DRUGGIST, Raleigh, N. C., IS NOW RECEIVING HIS extensive purchases for the SPRING TRADE, and the rapidly increasing demand having justified his purchasing many articles in original cases, which he has hitherto procured in small quantities, justifies him in offering unprecedented inducements to his friends and customers. To the trade—he will sell the most popular Patent Medicines at the Proprietors prices, and respectfully requests dealers and the public generally to give his stock and prices an examination before sending their orders North or elsewhere.

March 24, 1854. 37—

LYON'S RAT PILLS AND SALVE. DON'T be annoyed any longer with rats, when you can extirminate them by giving Rat Pills, or greasing their food with Coster's Salve, which you will find at PESCUD'S.

PERFUMERY, Hair Brushes, Tooth Brushes, and Fancy articles in great variety, for sale by
P. F. PESCUD.

Nov. 4th. 101—

HAIR BRUSHES.—The most extensive variety of Hair Brushes in this City, may be seen and bought very cheap at P. F. Pescud's DRUG STORE.

DR. E. C. ROBINSON,
SURGEON DENTIST,

RESPECTFULLY INFORMS THE LADIES AND Gentlemen of Raleigh, that he will make a professional visit to that town about the 10th of January, and remain a few weeks.

He proposes to pay such visits three or four times every year, so that those who may desire to patronize him will be enabled to do so at stated periods.

Whole sets of Teeth put up by Atmospheric pressure, with Artificial Gums—so perfectly natural that none but a practised eye could detect them.

Rooms at the Yarbrough House. Ladies waited on at their residences, if desired.

He most respectfully refers to the undersigned gentlemen, viz: His Excellency Thomas Bragg, Hon. W. Dallas Haywood, Hon. Asa Biggs, Major Walter Gwynn, Ed. Graham Haywood, Esq., Dr. W. H. McKee, Dr. W. Hill, Dr. H. J. Macon, Warrenton, N. C.

January 10, 1855. 14—3m.

☞ Dr. R. will be absent from Raleigh for a few weeks. All orders left with Col. Yarborough will be attended to immediately on his return.

NEW CO-PARTNERSHIP.—WHITE & DAVIS have this day associated with them Mr. Whitmel H. Hardee, and our firm will henceforth be WHITE, DAVIS & HARDEE. Conducting a *General Commission Business*, they will give prompt and faithful attention to the sale of every description of produce and merchandize, and solicit consignments of the same.

Petersburg, Va., Jan. 8, 1855. 21—tf.

NORTH-CAROLINA MUTU'L INSURANCE COMPANY, *Raleigh*,—This Company has been in successful operation for more than seven years, and continues to take risks upon all classes of property in the State (except Steam Mills and Turpentine Distilleries,) upon favorable terms.

Its Policies now cover property amounting to $4,500,000, a large portion of which is in country risks; and its present Capital is over Six Hundred Thousand Dollars, in bonds properly secured.

The average cost of Insurance upon the plan of this Company, has been less than one-third of one per cent per annum, on all grades of property embraced in its operations.

The following persons have been elected Directors and Officers of this Company for the present year:

DIRECTORS.

Jos. G. B. Roulhac, C. W. D. Hutchings, Jno. R. Williams, John Primrose, H. D. Turner, S. W. Whiting, T. H. Selby, } of Raleigh.
Geo. McNeil, Fayetteville,
J. G. Wright, Wilmington,
Jas. E. Hoyt, Washington,
James Sloan, Greensboro',
John Cox, Edenton,
Joshua Bonner, Salem,
J. H. Pool, Elizabeth City,
F. F. Fagan, Plymouth,
Alex'r Mitchell, Newbern,
W. N. H. Smith, Murfreesborough,
H. B. Williams, Charlotte,
John B. Barrett, Milton,
A. T. Summy, Asheville.

All Directors are authorised to receive applications.

OFFICERS.

J. G. B. Roulhac, *President*,
Henry D. Turner, *Vice-President*,
S. W. Whiting, *Treasurer*,
John C. Partridge, *Secretary*,
John H. Bryan, *Attorney*,
J. Hersman, *General Agent*,
S. W. Whiting, Jno. R. Williams, John Primrose, } *Executive Committee.*

All communications in reference to Insurance should be addressed to the Secretary, post paid.

JOHN C. PARTRIDGE, *Secretary*.

Raleigh, Jan. 11, 1853. 19—

NORTH CAROLINA MUTUAL LIFE INSURANCE COMPANY, Raleigh, N. C. This Company insures the lives of individuals for one year, a term of years, or for life, on the Mutual principle, the assured for life participating in all the profits of the Company. For policies granted for the whole term of life, when the premium therefor amounts to $30, a note may be given for one half the amount of the premium bearing interest at 6 per cent without guaranty.

The prompt manner in which all losses have been paid by this Company, together with the low rates of premium, present great inducements to such as are disposed to insure.

Slaves are insured for a term of from one to five years, for two-thirds their value.

All losses are paid within 90 days after satisfactory proof is presented.

DIRECTORS.

Charles E. Johnson, Wm. D. Haywood, James F. Jordan, Quinton Busbee, H. W. Husted, Wm. H. McKee, Charles B. Root,
Wm. W. Holden, Wm. D. Cooke, R. H. Battle, Wm. H. Jones, F. C. Hill, Seaton Gales.

OFFCERS.

Dr. Charles E. Johnson, *President*,
William D. Haywood, *Vice President*.
James F. Jordan, *Secretary*,
William H. Jones, *Treasurer*,
H. W. Husted, *Attorney*,
Charles E. Johnston, M. D., William H. McKee, M. D., Richd. B. Haywood, M. D. } *Medical Board of Consultation.*
William D. Cooke, W. W. Holden, Charles B. Root, } *Executive Committee.*
J. HERSMAN, *General Agent*.

For further information, the public are referred to the pamphlets, and forms of proposal, which may be obtained at the Office of the Company, or any of its Agencies.

Communications should be addressed, (post paid,) to
JAMES F. JORDAN *Secretary*.

GREENSBOROUGH MUTUAL INSURANCE CO. At the end of Three Years, such has been the care and economy of the officers of this Company, that we are still free from debt; have made no assessments and have now such a large Capital in cash and notes, that we have no hesitation in saying to the public, that there is no safer Company in the Southern Country. The most of the Risks in this Company being in the Western part of the State, where the danger from fire is much less.

At the last annual Meeting the following officers were re-elected.

JAMES SLOAN, President
S. G. COFFIN, Vice President.
C. P. MENDENHALL, Attorney.
PETER ADAMS, Sec'y & Treasurer.
W. H. CUMMING, Gen. Agent.

DIRECTORS.—James Sloan, Dr. J. A. Mebane, C. P. Mendenhall, Wm. S. Rankin, Rev. C. F. Deems, James M. Garret, Jed H. Lindsay, W. J. McConnel, E. W. Ogburn, J. L. Cole, D. P. Weir, Greensborough; E. F. Lilly, Wadesborough, Dr. S. G. Coffin, Jamestown; Joshua Tayloe, Washington; Wm. A. Wright, Wilmington; John I. Shaver, Salisbury; John H. Cooke, Fayetteville; H. G. Spruill, Plymouth; Robert E. Troy, Lumberton; Dr. R. H. Scales, Lenox Castle.

All communications should be directed to the Secretary free of Postage.

PETER ADAMS Sec'y.

August 6, 1854. 75—tf

GREENSBOROUGH MUTUAL LIFE INSURANCE AND TRUST COMPANY. This Company offers inducements to those wishing to effect Insurance for life, rarely presented by similar institutions.

Those who take Policies of Insurance for Life, and those only, are *Members of the Company*—entitled to such profits as may be realized from an accumulated Premium Fund, and from the large amount of Deposits in the Trust Departments of the Company, which are kept actively employed.

Policies of Insurance issued on the applicants' own life, or on the lives of slaves, for a year, or term of years, at a moderate rate of premium.

Deposits of money received in the Trust Department—the operation of which is that of a *Saving's Bank*—and the depositors allowed interest at the rate of 3 per cent. per annum for any time not exceeding four months; 4 per cent. over four and not exceeding six months; and 5 per cent. for any time over six months.

Pamphlets containing full and particular information forwarded to any required address.

D. P. WEIR, *Sec. & Treas.*

Greensborough, N. C. September 1, 1854. 87—1y.

5,200 ACRES of TURPENTINE Land FOR SALE.—We offer for sale a tract of Pine Land containing about 5,200 acres, situated in Onslow county, adjoining the New Hanover county line. The Holly Shelter road from Wilmington to Jacksonville and Richlands, runs through it. There are 11 crops of Boxes on the land now in successful working condition, a Turpentine Still, capable of running 30 barrels, a Dwelling House, Store and Warehouse, Cooper's and Blacksmiths shops, Barns, Stables, Negro Houses, and in fact every thing necessary for the prosecution of the business; 16 mules, 6 waggons, timber carriages, &c., stock of cattle and hogs. The produce of the land is hauled 9 miles to navigable water for flat boats at all seasons of the year. The timber is hauled 5½ miles to a Creek. There is a considerable quantity of good timber on the land, and lightwood for making tar in abundance.

The above presents a favorable opportunity for Turpentine and Timber dealers, to make an investment which cannot fail to be highly remunerative. There are no Stills within 10 miles of the place, and consequently no competition in the purchase of the raw material. The subscribers having other business to attend to cannot give the place proper attention, and will sell the whole, or an interest of one-half to a competent person who will take charge of the premises and conduct the business. Apply to

WM. A. GUYER, or
J. R. BLOSSOM,
Wilmington, N. C.

September 16, 1854. 86—tf.

MAIL ARRANGEMENTS AT RALEIGH.

Arrival and Departure of Railroad and Stage Lines at and from Raleigh.

NORTHERN MAIL,—(By Railroad,)—
Leaves daily .... at 7½ a. m.
Arrives daily .... at 6½ p. m.
(Mail closes at 6½ a. m.)

SOUTHERN MAIL,—(By Two-horse Hack,)—
Leaves daily .... at 7½ a. m.
Arrives daily .... at 3 p. m.
(Mail closes at 6½ a. m.)

WESTERN MAIL,—(By Four-horse Coaches,)—
Leaves daily .... at 8 a. m.
Arrives daily, ... at 2½ p. m.
(Mail closes at 8 a. m.)

PITTSBOROUGH MAIL,—(By Two-horse Hack,)—
Leaves Sunday and Wednesday .... at 5 a. m.
Arrives Monday and Thursday .... at 7 p. m.
(Mail closes Tuesdays and Saturdays at 9 p. m.)

GOLDSBOROUGH MAIL,—(By Four-horse Coach.)—
Leaves daily, (except Sunday,) .... at 7 a. m.
Arrives daily, (except Monday,) .... at 11 p. m.
(Mail closes at 7 p. m.)

TARBOROUGH MAIL,—(By Two-horse Hack,)—
Leaves Monday, Wednesday and Friday, ... at 5 a. m.
Arrives Tuesday, Thursday and Saturday, ... at 7 p. m.
(Mail closes Sunday, Tuesday and Thursday at 9 p. m.)

ROXBOROUGH MAIL,—(By Horse,)—
Leaves Friday, ... at 12 m.
Arrives Friday .... at 9 a. m.
(Mail closes Friday at 12 m.)

5000 Russians Killed by a Small Detachment OF TURKS!!

A QUESTION ARISES IN THE "CITY OF OAKS" now, who sells the cheapest goods, but that trouble can be easily decided just by calling at the beautiful Store in Lougee's new brick building occupied by JOS. SCHLOSS & BROTHER, who boast of their well selected stock for the Fall trade. They have brought on, in part 800 pair of the best quality of French and German Cassimere Pants, a few hundred different stiles of cloth, beaver, sattinet and other kinds of frock and sack over coats, an extensive variety of silk velvet vests, very superior quality, as well as silk, silk plush, satin, farmer's satin, down to Vests for 75 cents. The latest style of Talmas or short and long Cloaks, and everything else usually kept in a furnishing store. They particularly call the attention of gentlemen to their best Merino English Shirts from $1 25 up to $1 75 which cannot be bought at such prices elsewhere. All articles made to order in their manufactory in Baltimore warranted.

Also, a fine stock of ladies goods not excelled by any other house in this City, embracing every article to meet the taste of the fair sex, from fine silk down to cotton cloth for 5 cents a yard.

As our partner, Mr. Jos. Schloss, has sojourned in the Northern Cities for four months in succession has availed himself of all advantages of the northern market as well as any wholesale house in the Union. They can and will, and have done it already, undersell any of their opponents.

Remember and call two doors above E. L. Harding's.

J. SCHLOSS & BRO.

Raleigh, October 12, 1854. 95—

SILAS BURNS, PROPRIETOR, BUILDER OF STEAM ENGINES AND GENERAL MACHINIST. The above establishment has been in successful operation about one year, and has turned out some of the best STEAM ENGINES and SAW MILLS that have ever operated in this or any other State.

Orders are solicited for Steam Engines and Saw Mills, Mill Gearing and Machinery of every discription to be completed during the Summer and Fall. The improved condition of the Raleigh and Gaston Rail Road will enable me to fill with dispatch and punctuality all orders after the 1st of July.

The following certificate will show the character of the work executed at the above Works:

"Aubry, Cumberland, May 15, 1852.

"Mr. Silas Burns—*Dear Sir*: Our Engine and Mills, made at your shops, have been at work nearly two months, and fully meet our expectations. The Engine, as to finish and strength, performance and durability, is inferior to none in the State of the same class made here or elsewhere. The Mills run with a smoothness and speed truly astonishing. In ordinary sawing we cut in a common sized log, 1 foot, in 3¾ seconds or 16 feet per minute. We have run, however, through an 18 feet log in 32 seconds or at the rate of 33 feet per minute, by running to the top speed we fully believe we can cut 40 feet per minute. The only objection we have heard urged is, it takes too many hands to haul up logs and carry away lumber. Yours, &c.,

JONES & BARBEE."

June 2, 1852. 59—

STATE OF NORTH CAROLINA. NASH COUNTY, Court of Equity. Calvin Richardson and wife Piety and others *vs.* Joel Pridgen, Abijah Pridgen, Willie Pridgen, Henry Pridgen, Raiford Kent and wife Celey, and the heirs of Josiah Pridgen.—Petition for the sale of Lands.

In this case, it appearing to the satisfaction of the Court that the defendants are non-residents of this State, it is therefore ordered that publication be made in the North Carolina Standard for six weeks, notifying them to be and appear before the Honorable Judge of our Court of Equity, at the Court to be held for the county of Nash, at the Court House in Nashville, on the third Monday of March next, then and there to answer or demur to said petition, or judgment *pro confesso* will be entered up against them.

Witness, B. H. Blount, Clerk and Master of our said Court, at office in Nashville, the third Monday of September, A. D., 1854.

B. H. BLOUNT, C. M. E.

January 30, 1855. (5,62½) 20—6w.

ENGINEERING.

THE UNDERSIGNED IS PREPARED TO FURNISH plans, specifications, and estimates, and to contract for TEAM ENGINES and BOILERS, SAW AND GRIST MILLS, MINING MACHINERY, HOISTING, AND PUMPING ENGINES, TOBACCO PRESSES AND SCREWS, AND

Machinery of Every Description.

Being a practical Machinist, and having had seven years experience in North Carolina, I am fully aware of the wants of the people, and I can safely say that my facilities for furnishing good Machinery at fair prices are unsurpassed. I will pay particular attention to putting up any machinery in any part of the States of North and South Carolina.

Agent for McClintock's patent Safety Valve, and Scott's patent Brick Machine, &c. &c.

☞ All letters to receive attention must be post-paid.

HENRY G. BRUCE,
Consulting Engineer,
Raleigh, N. C.

JAMES M. EDNEY
56 JOHN ST.
COMMISSION MERCHANT

Buys and Forwards on the Best Terms,
Dry Goods, Groceries, Farming Implements, Books
MUSICAL INSTRUMENTS,
CARRIAGES, FRUIT TREES,
OR ANYTHING ELSE THAT CAN BE HAD IN THE
CITY OF NEW YORK,
AT 2½ PER CENT. COMMISSION.

Refers to Hon. W. A. Graham, G. E. Badger, D. L. Swain, J. M. Morehead, C. P. Mendenhall, J. W. Osborn, N. W. Woodfin, and others New York, 1854

DENTISTRY.

DR. P. BABCOCK, FROM NEW YORK, would respectfully announce to the citizens of Raleigh and the surrounding country, that he has decided to open an office in Raleigh, and to remain permanently here for the practice of his profession in all its branches.

Dr. B. has been in practice in New York and Georgia for the past 11 years, and was formerly associated with Doct. Parmly of N. Y., who deservedly, stands at the head of his profession. Dr. B. would be glad to exhibit letters in his possession from gentlemen of high standing, in New York and Georgia.

Office for the present at the Metropolis House, kept by O. L. Burch.

N. B. Ladies attended at their residences, until better rooms are procured.

Raleigh, Nov. 4, 1854.

$50 REWARD.—RANAWAY FROM THE Subscriber at Scotland Neck, on the 19th ult., a negro boy named Bill, about 19 years old, 5 feet 6 or 8 inches high, stout built, dark bacon color, and slow of speech. Bill formerly belonged to Geo. Mordecai, who sold him to Mr. Askew, of Raleigh, from whom I purchased him. I think he is lurking in Orange, where he was raised. The above reward will be paid for his delivery to me, or for his confinement in any jail so that I get him again.

B. WEATHERSBY.

March 2, 1855. 4w—pd.

NEW STORE!
Fall and Winter Goods—1854.

McGEE & WILLIAMS ARE NOW RECEIVING and opening at the Store formerly occupied by W. C. Tucker, their Stock of new and desirable Goods, embracing—

AMERICAN,
ENGLISH,
FRENCH,
SCOTCH,
IRISH,
GERMAN,
SWISS, and
INDIA DRY GOODS.

SILKS,
DRESS GOODS,
SHAWLS,
CLOAKS,
MANTILLAS,
RIBBONS,
HOSIERY,
GLOVES,
LACES,
EMBROIDERIES, &c.

All of which having been bought upon the most favorable terms, they feel confident that purchasers will find it to their interest to call and examine their stock before supplying themselves elsewhere.

THADDEUS McGEE,
ALFRED WILLIAMS.

Raleigh, Sept. 18, 1854. 86—

HATS! HATS!!—JUST TO HAND TWO CASES Extra Moleskin Hats, Beebe's Latest.
McGEE & WILLIAMS.

SOAPS, &c.—VARIETIES OF TOILET, SHAVING, and Fancy Soaps. Lyon's Kathairon, Barry's Tricopherus, Rowlands' genuine Macassar Oil, Bears Oil, Beef Marrow for the hair, for sale by HAYWOOD & SCOTT.

PERFUMERY.—WE ARE NOW RECEIVING A supply of select articles for the toilet—come and examine them.

HAYWOOD & SCOTT.

June 8, '54.

North Carolina Railroad.

ON AND AFTER MONDAY, JANUARY 1st 1855, the North Carolina Railroad will be opened for the transportation of passengers and freights from Goldsboro' to Durham's, 26 miles west of Raleigh.

Passenger train leaves Goldsboro' daily 3 00 A. M.
" " passes Raleigh " 6 00 "
" " arrives at Durham's " 7 45 "

RETURNING.

Passenger train leaves Durham's daily 2 00 P. M.
" " passes Raleigh " 3 30 "
" " arrives at Goldsboro' do. 6 45 "

Connecting with the United States mail train on the Wilmington and Raleigh Railroad at Goldsboro'; the Raleigh and Gaston Railroad at Raleigh, and Messrs. Bland & Dunn's mail line of four horse post coaches at Durham's, running daily via Hillsboro', Graham, Greensboro', Jamestown, Salem and Lexington to Salisbury; from which point to Charlotte the North Carolina Railroad Company are running a daily train. A through freight train leaves Goldsboro' every Thursday for Durham's; returning every Friday. A way freight train will run every Thursday from Goldsboro' to Stalling's, and return same day, and will make extra trips when necessary.

WALTER GWYNN,
Chief Engineer N. C. R. R. Co.

Jan. 1, 1855. 1055—tf

VALUABLE BOOKS.

BOARDMAN'S BIBLE IN THE FAMILY.—THE Bible in the Family, or, Hints on Domestic Happiness. By H. A. Boardman, Pastor of the Tenth Presbyterian Church, Philadelphia. One Volume 12.

Wheeler's History of North Carolina. Historical Sketches of North Carolina, From 1584 to 1851. Compiled from Original Records, Official Documents, and Traditional Statements; with Biographical Sketches of her Distinguished Statesmen, Jurists, Lawyers, Soldiers, Divines, &c. by John H. Wheeler, *Late Treasurer of the State*, in one Volume Octavo.

The North Carolina Reader, Containing A History and Description of North Carolina, Selections in prose and verse, (Many of them by eminent citizens of the State,) Historical and Chronological tables, and a variety of miscellaneous information and statistics. by C. H. Wiley. Illustrated with Engravings, and designed for Families and Schools. one Volume 12mo.

Stuart's Dictionary of Architecture, in 2 vols. 8vo. Historical, Descriptive, Topographical, Decorative, Theoretical and Mechanical, alphabetically arranged, familiarly explained, and adapted to the comprehension of workmen, &c., &c., by Robert Stuart, Architect and Civil Engineer, 2 vols. 8vo., 1288 pages.

Form book, the North Carolina form book, Containing all the most useful Forms which occur in business transactions between man and man, as well as in official stations, Together with the Constitution of North Carolina, and of the United States, the Act fixing the fees of Clerks, Sheriffs, &c. Calculated for the Use of the citizens of North Carolina, and made conformable to law.

Compiled by a Member of the North Carolina Bar.

For sale by HENRY D. TURNER,
N. C. Bookstore.

Raleigh, Nov. 29, 1854. 3—tf.

Look at the Hats! the Hats!

BY EXPRESS THIS WEEK, ANOTHER LOT OF those beautiful flat brim moleskin Hats. Also, the Shanghai Hat, of *good stock*.

W. H. & R. S. TUCKER.

Raleigh, Nov. 29, 1854. —3

A PERSON WHO WISHES TO ENGAGE IN EDITING and publishing can hear of a good opportunity, open to preferment, by addressing the Editors of the Standard. The present editor and publishers having engaged in other business, would dispose of their interests favorably.

December 29, 1854. 11—tf.

EXCELSIOR SOAP.—300 LBS. OF THIS SUPErior family soap, in store and for sale cheap by the box or pound, at WILLIAMS & HAYWOOD'S.

SMOKING TOBACCO.—2000 PAPERS OF SUPErior Virginia Smoking Tobacco, recommended by the "first families." For sale by WILLIAMS & HAYWOOD.

PAINT MILLS.—A GREAT LABOR SAVING MAchine for grinding colors, and one which every painter should have; for sale at the Drug Store of WILLIAMS & HAYWOOD.

GLAZIERS' DIAMONDS AND KNIVES.—In Store and for sale by WILLIAMS & HAYWOOD.

LYON'S RAT PILLS, THE MOST EFFECTUAL remedy ever used for the destruction of Rats, Mice, &c. for sale by WILLIAMS & HAYWOOD.

EXTRACTS FOR FLAVORING.—Rose, Vanilla, Orange, Lemon, Butter Almond, Cinnamon and Pine Apple in store and for sale by WILLIAMS & HAYWOOD.

COD LIVER OIL.—A FRESH SUPPLY of Rushton, Clark & Co.'s just to hand, at the Drug Store of WILLIAMS & HAYWOOD.

PRIME CHEWING TOBACCO. JONES' Premium, pride of Virginia, Rock Candy Extra Dan River, and other popular brands in store, and for sale by WILLIAMS & HAYWOOD.

GROCERIES.—LOAF, CRUSHED, GROUND AND CLARIFIED SUGARS,
Java, Laguira, and Rio Coffee,
Sperm, Adamantine and Tallow Candles,
Sugar House Syrup and Molasses,
Maderia, Cherry, Port and Champagne Wines, Cooking Wines,
Cog. Brandy, warranted pure,
Old Monongahela Whiskey,
Jamaica Rum, Holland Gin,
London Brown and Scotch Ale, for sale by
JAMES McKIMMON.

NEGRO GOODS.—KERSEYS OF ALL GRADES Plaid, Striped and Plain Linseys,
Marlboro' and Gala Stripes and Plaids,
Cotton Osnaburgs and Heavy Shirtings,
Russet & Black Brogans—Heavy Boots, just received and for sale by JAMES McKIMMON.

HATS AND CAPS.—FALL STYLE AND BEST quality Moleskin Hats,
Cloth Caps of every variety and price,
Servant's Wool Hats, Black, Brown and Drab, just received.
JAMES McKIMMON.

Raleigh, Oct. 7, 1853. 93—

OILS! OILS!!—1000 GALLS. LINSEED, COTTON Seed, Machine and Tanners' Oils for sale at the Drug Store of WILLIAMS & HAYWOOD.

TABLE SALT.—VERY FINE AND WHITE in small bags, in store and for sale by WILLIAMS & HAYWOOD.

CIGARS! CIGARS!!—A lot of the very best brands of imported Cigars, has just been received at HAYWOOD & SCOTT.

WOLFE'S SCHEIDAM SCHNAPPS.—A fresh supply of this popular Medicine, just received and for sale by HAYWOOD & SCOTT.

NORTH CAROLINA made Blacking, a superior article for sale by HAYWOOD & SCOTT.

ACKERMON'S & PARMERSTON'S Yeast Powders a first rate and cheap article for sale by HAYWOOD & SCOTT.

COTTON SEED OIL.—ALL PERSONS WISHing to purchase Cotton Seed Oil will please forward their orders to ANDREW J. TERRELL.

Raleigh, Jan. 19, 1855. 17—

THE AMERICAN ALMANAC and Repository of Useful Knowledge for the year 1855, just received and for sale by WARREN L. POMEROY.

Jan. 19, 1855. 17—

WATER POWER ON NEUSE RIVER EIGHT MILES EAST OF RALEIGH, AND FOUR FROM THE CENTRAL RAILROAD.—The subscriber is desirous to sell his water power across the Neuse River, known as the Stone and Cobb Mills, where there is an abundance of water at all seasons of the year, and a sufficient supply of rock at the old dam to build a new one.

Ten feet of water can be obtained with a dam eight feet high.

Should it be preferred to form a Company for manufacturing purposes, I am willing to become a member with a good and substantial Company of gentlemen.

If a Company is formed it is desirous that it should be done soon, as I have this day begun to rebuild the old dam across the river.

WM. R. POOLE.

January 22, 1855. 18—tf.

THE HANNAH MORE ACADEMY,
WILMINGTON, DELAWARE.

Principals: Miss C. and I. Grimshaw and A. H. Grimshaw, A. M., M. D.

THIS INSTITUTION HAS BEEN IN SUCCESSFUL operation more than eleven years. The course of Instruction is thorough. The study of French forms part of the daily routine of study. The house is new, commodious, and cheerful: it is heated throughout. The sessions commence on the 1st of Febuary and 1st of September.

Terms: For Boarding and Instruction, including French, pupils under thirteen years of age, $70,00, second class, $80,00 and Senior Department, $100,00 per session of five months.

References; Right Rev. A. Lee, D. D. Rev. H. V. D. Johns, D. D. Baltimore; Hon. Jno. M. Clayton, Delaware; P. V. Daniel, Jr. Esq J. R. Anderson Esq., Tredegar Iron Works; E. Wortham & Co., Richmond, Va; Rev. Mr. Gibson, Petersburg, Va; Governor Bragg, Hon. Wm A. Graham, W. H. Tucker, Esq., Hon. G. E. Badger, Raleigh N. C.

Febuary 1st, 1855. 22—1y.

W. H. & R. S. TUCKER, HAVE THIS DAY received WARBURTON'S style of *Corrucated Brims*. This invention is a new and useful improvement in the brims of hats. Additional strength is imparted with much less weight; greater flexibility, softness and elasticity is given to that part of the Hat which encircles the head of the wearer. The weight of the whole Hat being diminished by the absence of the portion of Felt and Stiffening substance displaced; the corrucated brim presents a new, beautiful, and chaste appearance, which, in connection with its acknowledged utility and comfortable adaptation, will favorably commend it to wearers of Hats.

For sale by W. H. & R. S. TUCKER,
No. 8, Fayetteville Street, N. C.

January 27, 1855. 20—

REMARKS OF MR. THOMAS,

OF JACKSON,

Delivered in the Senate of North Carolina, upon the Bill to provide for the extension of the North Carolina Railroad west to Chattanooga, on its third reading, and subsequently upon the French Broad charter, if made, to precede the extension, as calculated to delay its construction.

MR. SPEAKER: The very decided vote the Bill for the extension of the North Carolina Railroad west—from Salisbury received on its second reading, seemed calculated to prevent any further effort to change the location from west to North, but the same efforts are now made to effect that object on the third as were made on the second reading. While I have been the advocate for the extension of a main trunk line of Railway from the Atlantic seaboard to the valley of the Mississippi in the direction of Chattanooga, from the time I entered the Senate in 1847, I have conceded at all times, that in case the North Carolina road was extended west, a branch would become necessary to connect it with the Virginia and Tennessee road, to accommodate the local freight and travel. The success of the former will as a consequence lead to the accomplishment of the latter; but the effect would be different if the branch was constructed first. This is probably as favorable a time as could be selected to effect the extension of the North Carolina Railroad east and west, and to complete the portion that remains unfinished, as ever existed in this State. It is probably the first time since the Railroad system commenced that so much harmony existed upon the subject of internal improvements, between the two great political parties into which the State is so equally divided. Prior to 1848 the contest between the parties was measurably respecting impracticable schemes badly located, so far as accommodating the trade of the State was concerned, and for want of connections with other Rail roads, proved for the time unsuccessful; and as a consequence the people of the State became discouraged and disinclined to engage in new schemes of improvement. The probability is, that neither party was entitled to much praise for the course pursued with regard to the first improvements. One party claimed the credit of having originated them and hence became their advocates. The other party opposed them at the commencement and predicted their failure. Hence it became the policy of the Whig party to defend, and of the Democratic party to oppose these measures of internal improvements, which lead to the conclusion that the former were the friends and the latter the enemies of internal improvements.

It was certainly not from any principle which belonged to the creed of the Democratic party, who claim to be the promoters of the greatest good to the greatest number, with strict justice to the minority, and to believe in the doctrine of State sovereignty, and that all rights are reserved to the State not delegated by the Constitution to the general government, who deny the power of the general government to engage in any works of internal improvement, not strictly national, consequently as the power was not agreeable to their construction delegated to Congress it was reserved to the States. It would be absurd to assume that neither had the power to improve the State. And upon this question of the right of a State to authorize improvements, the highest authority is furnished, dating back prior to the revolution. At that period canals and improvement of the rivers were looked to as the only means of cheapening the cost of transportation to benefit the people. Gen. Washington, the father of his country, was the projector of the James river and Kanawha Canal, and was the first President of the Company authorized to construct that great work. That and other works of internal improvements in Virginia received the support of nearly all the great men that State has since produced, including not only President Washington, but also Presidents Jefferson, Madison, Monroe and Tyler. And the right of the States to construct works of internal improvement has been recognized by every President from General Washington down to Gen. Pierce, who adheres to as strict a construction of the Constitution as was held by Jefferson, Madison, Monroe, Jackson, and Polk, and yet he admits in his message the right of the States to build up internal improvements and to tax tonnage to pay for their construction. And as there is nothing in the principles of the Democratic party opposed to carrying out a liberal system of internal improvement by the States, ought it not to be commenced at the present session? It is said by the opponents of the system that works of internal improvement should be left to individual enterprise and that private capital will be found to build them up when commercial wants demand them. This may be true in States that have large cities, whose credit as corporations can supply the place of State credit. To accomplish the improvements from the Atlantic to the Alleghany range of mountains—after a connection has been formed with the Mississippi valley, to act as a feeder and to stimulate the improvements on the Atlantic slope. But at the same time such a plan is totally inapplicable to the condition of North Carolina; she has no large commercial cities whose credit can supply that of the State; and where is the State on the Atlantic that ever connected her improvements with the valley of the Mississippi by individual enterprise? Not one. It has in every instance required State aid to cross the Blue Ridge and Alleghany range of mountains, without a single exception. What right, therefore, have you to expect that individuals in North Carolina can accomplish, without the aid of cities, what other States failed to accomplish with them? And besides, is it fair that the burthen of constructing improvements that are to benefit the whole State should fall on, comparatively speaking, a few individuals? When internal improvements depend upon that system, those most to be benefited will do least, as experience has shown, with few exceptions, in every plan that has been tried. Go to the man of moderate means, ask him to give the right of way for railway across his land and to subscribe stock to the extent of his means, and he will do both. Go to his more wealthy and miserly neighbor, ask him to grant the right of way and to subscribe stock, and he will very probably tell you that you can have the right of way if you will pay the land damages, but he has his money invested in Bank stock, and has none therefore to invest in Railroads. The plan of State aid compels such men to contribute their part to make improvements, to benefit themselves and the State. So that those most to be benefited by internal improvement, have most land to be increased in value, save most by cheapening the cost of transportation on articles of production and consumption, instead of holding back to obtain these benefits by the liberality of others, are forced by the taxing power to contribute their share to carry on a system of internal improvement, which they are very apt to abuse as profligate and ruinous to the people—always ready to favor any politician of any party who will pledge himself to oppose State improvements.

This influence and the condition of the political parties tended to retard internal improvements in this State for many years. In 1848, however, a more liberal spirit prevailed in the councils of the State. Provision was made for rebuilding the old Raleigh and Gaston Railroad, and also the Wilmington and Raleigh, and to lay them with heavy iron. And also a bill passed granting a charter and authorizing the construction of a Railway from Goldsborough west to Salisbury, and thence south to Charlotte; and the State was required to subscribe two millions of the stock, besides aiding in other works of internal improvement. These schemes of improvement were effected by the union of the Whigs and Democrats. The few of the latter, who, like myself, voted different from the majority of the party and voted for internal improvements, were held up to public indignation by the anti-internal improvement Whigs as well as Democrats, who and the presses under their control echoed their lamentations over the supposed injury that would be inflicted upon the people of the State by those measures. Time however proved that the people did not regard their condition so deplorable as had been predicted by some of the politicians. Under the measures of that session the Raleigh and Gaston and the Wilmington and Raleigh Railways were rebuilt and laid with heavy iron, and two hundred and twenty miles of the North Carolina road was authorized to be constructed with two millions subscription on the part of the State, and one million on the part of individuals. As those improvements and others authorized at the session of 1848 advanced, public confidence in the system gradually strengthened; and the Old North State, so long denominated the Rip Van Winkle of the South, waked up to a sense of her true condition, and to the importance of internal improvements, which cheapened the cost of transportation upon the articles of production and consumption and thereby increase the price of the former and lessen the price of the latter to the extent of the amount saved in the cost of transportation. And the measures taken by our sister Virginia on the one side, and our sister Carolina on the other, to extend their iron rails around the old North State by a union at her western limits, by which without a similar connection she would be ditched round and drained of her commerce, and become instead of a sovereign independent State, tributary to her sister States, revived something of the spirit of her Revolutionary ancestors, determined at all hazards that she would be no longer the Rip Van Winkle of the South, but would assert and maintain commercial and political equality—that what other States with less means had done she could do. So strong had this feeling become at the last August election, that even the Democratic party, that has always claimed to be equal to the emergency, inscribed on their banners from the seaboard to Georgia, "*a prudent system of internal improvements with State aid,*" and chose as their standard bearer Gov. Bragg. Under this influence democracy triumphed; and his Excellency, true to his declarations made during the canvass, has in his Inaugural Address to both Houses, at least defined in part what was meant by the Democratic party in advocating a "*judicious system of improvement*" That it at least meant the completion and extension of the North Carolina Railroad east and west.

And for the first time in the history of the present political parties we find them united in carrying out that recommendation, and in the passage of a Revenue Bill corresponding with the system of internal improvements they have united to accomplish. The principal difference of opinion that is found to exist is, as to how far the present Legislature can prudently extend the system, and that opinion is not confined to any party; some are of opinion that the extension east should embrace the whole line from Goldsborough to Newbern and Beaufort Harbors with a ship Cannal—the completion of the Deep River improvement—the completion of the portion of the North Carolina Railroad from Goldsborough to Salisbury, and provision for the completion of the survey for Railway from the French Broad River to the Tennessee line at the Duck Town copper mines in the direction of Chattanooga, leaving the extension West from Salisbury to be effected by future Legislatures. At the head of this class of politicians is the honorable Senator from Martin, whose arguments show that to some extent he is influenced by the duty imposed on him by his constituents, who like other portions of the State, having obtained all they require to furnish the cheapest modes of transportation, feel but little interest in the extension of the same advantages to other portions of the State. But the discussion on the question has demonstrated that the Senator from Martin in his opposition to western extension is also influenced by another consideration for which neither he nor his constituents are to blame; but the blame falls on members from the west, who prefer the French Broad charter to the extension, and are satisfied with a charter instead of a Railroad.

The extravagant calculations made by the Senator from Martin as to the cost of constructing the road from Salisbury west, shows conclusively that he has confided in the statement so often made by a prominent member from the French Broad valley, that from the French Broad river west to the Tennessee line at the Duck Town copper mines "*three mountains are to be encountered like the Blue Ridge.*" And Maj. Gwynn's estimate of the latter is referred to, as fixing the estimate on the former, which gives a sum total about equal to the estimated cost of the western extension by the Senator from Martin whose candor in discharging his duties to himself and his constituents is admired, if not approved, by his opponents on this question. And really he does not seem to be so much to blame for his extravagant ideas of the cost of constructing a Railway through the Alleghany range of mountains, as those upon whose representations his opinions are founded. But to show the absurdity of these representations upon which the strength of the opposition to extension seems to be predicated, it is only necessary by way of introduction, to further explain that those representations were made without a personal knowledge of a large portion of the projected line for Railway west from the French Broad. And experience has proved with regard to similar representations emanating from the same source, based like the present upon alledged "creditable authority," turned out upon investigation to be unfounded and scarcely to have an existence any where except in the excited imagination of the propagators of those reports.

As an explanation of the weight such reports ought to have upon the question of extension of the North Carolina Railroad, it is only necessary to advert to similar reports put in circulation to prevent the people of South Carolina from engaging in the construction of the Blue Ridge road by professed friends. It was represented in a communication signed "a citizen of Henderson" which was said to be founded "on *good authority*" published in the Spartanburg papers and afterwards in those of the city of Charleston, in which it was stated among others, things equally incorrect, that on the Tennessee River where it cuts through the smokey mountain, there was in one mile *a fall of three hundred feet, over a granite rock.* The instrumental surveys of the same river by Engineers, Lythgoe and Griffin who located the Blue Ridge Railroad, demonstrated that the fall in the river at that point was about thirty feet instead of three hundred, only a mistake of 270 feet, and the enormous cost fell to $18.700 per mile. And a survey of the entire line from the French Broad to Duck Town will demonstrate the incorrectness of the present representations. And it will furnish additional reasons why reports should be sustained by some personal knowledge on the part of those who vouch for their correctness,

As the report of Maj. Gwynn furnishes an estimate of the cost of constructing the road from Salisbury to the French Broad River, a hundred and forty miles, it will not be necessary to do more than to advert to his report as furnishing dates upon which a tollerably fair estimate can be made of the cost of constructing that portion of the western extension.

It will be perceived in reading Maj. Gwynn's report that he has been careful not to under estimate the cost of the work—preferring, as he states, rather to "over estimate than to under estimate the cost of the work."

The estimate is based upon the present high price of provisions and labor, which will very probably be reduced more than twenty per cent. against the time the work would commence.

The dimunition of the railroads in progress of construction will necessarily tend to lessen the demand for labor, and increase the number employed in agriculture, which will reduce the price of the former, and also the agricultural productions of the latter. He has estimated the land damages agreeably to Virginia prices, at $1,000 per mile, when it is scarcely probable that it will cost $100.

Looking forward, therefore, to the certainty of a reduction in the price of labor, provisions, materials for the road, nine-tenths reduction in the land damages, and twenty per cent. in the reduction of the quantity and price of the rolling stock, it is fair to presume that the twenty per cent. added, and which forms a part of the estimate will not be required. And by making a deduction of the twenty per cent. the estimate of the road from Salisbury to the French Broad river will stand thus: $5,906,290,-40-100; instead of $7,381,000. Contractors would take the road at these prices.

The bill contemplates a railway connection with Chattanooga and Memphis along the line of the 35th degree of latitude from the point reached on the French Broad river; two routes have attracted some attention, and extending through the French Broad valley north to Greenville, in Tennessee, on the line of the Virginia and Tennessee road—distance 64 miles, and when that point is reached the probability is that you are but little nearer, if any, to Chattanooga than you were at the point on French Broad near Asheville. And we are informed by the President of that company, (who is now here,) if the North Carolina road be connected with the roads of South Carolina, through the French Broad valley, it will not be permitted to connect with their roads. And consequently, a separate depot will subject the North Carolina road to transhipment of freight and baggage, which, with the power to discriminate against the North Carolina road in favor of the road through Virginia, which from the junction would have distance, time and money in its favor, would furnish data to enable persons acquainted with railroads to decide which road would get the through freight and trade.

It is fair to presume that this 64 miles of road which is to be provided for, so far as subscription is concerned, would not cost less than $30,000 per mile, which would gain as the cost of that part of the road $1,920,000. And to make this connection upon a supposition that the State defrayed the whole expense of constructing it would give as the cost of the entire line from Salisbury 204 miles, the sum of $7,826,290, 40 100.

It may not be improper (as the next Legislature may be called upon to decide which of the routes is to be adopted for the main trunk of the road,) to devote a short time to the comparison of that route with the route west, respecting which such extravagant calculations have been made apparently to prevent its adoption.

Of every part of this line, I do not propose to base my opinion upon the representation of others, but upon a personal knowledge. When a youth I traced on foot the trails through the mountain passes made by the Elk, Buffalo, and the Indian. The former have passed away and given place to domestic animals, and the latter is fast disappearing, and in like manner are succeeded by the Anglo-Saxon race of men, who mostly constitute the pioneers of the west.

From the French Broad river by an air line to the Tennessee river, to the location of the Blue Ridge road, is 45 miles. By following the courses of the valleys of the waters of the French Broad and Tennessee rivers, which rise in the divide between these streams within less than two hundred yards of each other, the distance from the French Broad to the Tennessee river would probably be increased to 75 miles. The elevation of this pass in the only ridge worthy of making mention of between the French Broad and the Tennessee river. Prof. Mitchell ascertained, by his Barometer, to be a little upwards of six hundred feet from the valley of the Pigeon, with a gradual ascent of 15 miles through the valley of the Richland creek on the east, and forty miles descent on the Tennessee would be marked at or near the mouth of Nantahala, with a maximum grade of not exceeding 60 feet to the mile. Estimating the cost of constructing the road from the French Broad to the Tennessee river at $30,000 per mile, which is probably more than it would cost, gives as the total cost of that division of the road $2,250,000. Add to this the estimated cost of portions of the road to Salisbury, $5,906,290,40-100 and it gives us the total cost of the road from Salisbury to the Tennessee river, or Blue Ridge Railroad, $8,156,290, 40-100, while the cost to form the connection with the Virginia and Tennessee road would be only $7,826,290,40, making a difference in the cost of construction of the two lines diverging from the point on the French Broad river, of $330,000, but very different results as to distance in reaching Chattanooga. The estimated distance to Chattanooga by the route *via* Greenville is 250 miles, of that distance 64 miles remains to be provided for, with an increased distance or tunnel of about half a mile. By the Tennessee river route from the point on French Broad to the Tennessee river, 75 miles from its junction with the Blue Ridge road to the point on the Tennessee river where that road diverges north to Knoxville, Cincinnatti and Louisville, a branch diverges west to Chattanooga—distance forty miles, from that point to Chattanooga 75 miles, a considerable portion of that road from Sweet-water valley to Cleaveland is now built, and for the remainder charters with State aid have been secured, making the total distance from the French Broad river by this route 180 miles, making a difference in distance of 60 miles. Which, agreeably to the opinion of Prof. Gillaspie and other writers, upon main trunk rail roads amounts to a saving of $63,000 per mile, total, $3,780,000. And this is not the only advantage gained from the point of junction; travellers going east would save two hour's time by going through North Carolina, compared to the route through Virginia or South Corolina. Consequently, the advantages which would be in favor of the Tennessee and Virginia road, by a connection being made at Greenville would be transferred to the North Carolina road by the connection on the Tennessee river. And, if it were desired, to prevent transhipment, to continue the guage of the North Corolina road to steam boat navigation at Loudon and Lenoir, near the mouth of the Holstein, 63 miles, that could be accomplished by the expenditure of $250,000 to aid in the construction of a double tract to the Tennessee line, which would be extended to Kingston, at the mouth of the Clinch, 80 miles from the junction of the Tennessee river, where the navigation at those three points would, no doubt, be equal to Chattanooga. And, from the junction on the Tennessee river to the Duck Town Copper Mines, by a line diverging south through the Red-marble Gap, in the dividing ridge that divides the waters of the Tennessee from those of the Hiwassee, a distance of 65 miles, a connection would be formed with one of the richest mineral countries in the world, containing copper mines admitted to be superior to the mines of England, which now employ in their own transportations from three to five hundred wagons and teams. And the estimate of the freight of that place alone is estimated at 300,000 tons per annum.

A large portion of this line would be through the valleys of Valley River and Hiwassee, situated between the Alleghany and Blue Ridge mountains and where they disappear in the valley of the Mississippi, embracing not only copper but iron in all its varieties in abundance, with lime for fluxing and soap stone for furnaces of a superior quality, with water power equal if not superior to that of New England; and also containing white statuary marble, with that of the flesh colored and variegated colors, equal to that of Italy, which extends along upwards of 40 miles, with veins of manganise, antimony, lead, silver and gold; with a productive soil which produces most of the productions of both the North and the South, on the mountains all the grasses necessary for grazing purposes, for sheep pastures and stock raising, with southern exposures which will be found adapted to the cultivation of the vine; and a climate more salubrious than that of New England, in consequence of its being equally well supplied with springs of fine water and free from the extremes of heat and cold. And at Duck Town another connection would be formed by Railway with Chattanooga and Memphis by a still shorter line, and by the Georgia road, which will be connected in a few years; connections would also be formed with Cassville, Rome, Atlanta and Montgomery, and by the roads connected at that point with Vicksburg, New Orleans, Mobile and Pensacola, which would furnish a line through North Carolina between those cities and Norfolk and the cities North of that point, at least 60 miles shorter than by the lines South and North of that line, which would be equal to two hours saved to the express and mail trains, which with the additional advantage of avoiding during the summer months the yellow fever on the Southern and the cholera on the Northern lines, would secure not only the transportation of the United States' mail going to New Orleans, Texas and California, but would secure a fair proportion of the through travel; and with those advantages it would become an important feeder to the North Carolina roads, for travel going east. This branch of the road has been chartered and will be undertaken separately, if the North Carolina road should not be extended or provision made for it. The charter provides that the State of North Carolina shall have the right to connect her roads with that road on terms of equality, free from discriminations upon freight and travel at its eastern terminus on the Tennessee river.

The Red-marble gap on this line has been tested by an instrumental survey made by Capt. Williams, of the United States Engineers, under the direction of the War Department, in the year 1838; and it has since been examined by Mr. Merriweather, an engineer sent to examine it by the people of Chattanooga, and also by Prof. Bray, of London, who concur in opinion as to its being a favorable pass for a Railway. The cost of constructing this part of the road, 65 miles in length, would probably be about the same as the estimate for the remainder of the road to the French Broad river—$30,000 per mile, which would give as the total cost of that division of

the road,	$1,950,000
Division from the Tennessee to the French Broad river,	2,250,000
From the French Broad river to Salisbury,	5,986,290
Total cost	$10,106,290

Total distance from Salisbury to the Tennessee river 215 miles, to Duck Town 280 miles.

Regarding the junction of the North Carolina road with the Blue Ridge Road on the Tennessee river as a centre point of connection with the lines of road which would extend west, north-west and south-west, and adjacent to steamboat navigation—24 miles to the nearest point—the distance from that point to the harbors on the eastern Atlantic seaboard may not be uninteresting to those who have the time to investigate the subject.

From the point of junction west of the Blue Ridge Road to Fayetteville at the head of steamboat Navigation on the Cape Fear,	285 miles
To Wilmington, by the Wilmington and Charlotte Road,	375 "
To Beaufort harbor,	485 "
To Norfolk, by the North Carolina the Raleigh and Gaston and Portsmouth and Roanoke Railroad,	521 "

It will be seen that all the ports on the Atlantic seaboard of North Carolina including the old ports of Newbern, Plymouth and Washington are interested in making this connection with the Mississippi valley, consequently it is a State work in which the whole State is interested. The next question to be considered is, has she means to accomplish so great an enterprise which is to cost the large sum of $10,106,290. To accomplish the construction of the road in 7 years would require a subscription in

cash by the State,	$2,000,000
By individuals,	1,000,000
Transfer of Railroad stock owned by the State in the North Carolina and other roads at their value to be fixed by the Board of Internal Improvements,	$3,000,000
Which would give us a subscription and cash basis	$6,000,000
Which would enable the company to dispose of bonds and stock in procuring iron and equipping the road to the amount of	$4,106,290
	$10,106,290

To pay the $2,1000,000 subscription on the part of the State in the first four years could be paid in the issue of State bonds payable in 35 years bearing an interest of 6 per cent, $500,000 to be issued each year. To meet the payment of interest on the bonds as they are issued would require the following sums:

In the first year,	$30,000
In the second,	60,000
In the third,	90,000
And the fourth,	120,000
Total amount of interest,	$300,000

The finished portions of the road would pay the interest after the 5th year.

It will be seen by reference to the revenue bill of this session, that it will be sufficient to meet the payment of this and all other demands on the Treasury without any additional increase of taxes.

On the completion of the main trunk of this road it would be found that a double track from the Tennessee river to the diverging point east of the Blue Ridge would become necessary. The stock in that road would at least be at par, and the stocks of all the improvements on the Atlantic slope connected with it would be increased in value at least 25 per cent.

Wilmington would command the West India trade because for that trade her situation, when connected with the west, would give her an advantage over Beaufort and Norfolk—having the advantage of distance and insurance in her favor. In these respects she would be equal to Charleston with the advantage over that city of being free from the obstruction of trade by the yellow fever. Beaufort Harbor being on a direct line from Liverpool to Memphis which will, very probably in course of time, be connected with two great railway lines. 1. Connecting with a branch of the Central Pacific road, which will terminate at San Francisco on the Pacific. The other diverging south from Memphis to Little Rock on the Arkansas and thence through Texas, along the 33d deg. of north latitude to north end of the Gulf of California, and thence on San Diego on the Pacific—700 miles of this line has already been provided for by the State of Texas.

The connection of Beaufort with the Mississippi valley and with the lines of road to the Pacific would place its line of transit between Europe and the West which at no distant day would build up a city at that fine harbor. But Newbern would very probably do the coasting trade that came over the North Carolina road going east; but Norfolk, both for freight and travel coming over the North Carolina road destined for the eastern cities, having the advantage of distance and one per cent. insurance on freight, must, in consequence of the tracks of the same guage, united in Raleigh, continue to have the advantage in both freight and travel that comes over the North Carolina road, must necessarily be transferred to Norfolk. And that port very probably at no distant day will be connected with the city of New York by an air line railroad as well as by a steamboat line. And when New Orleans shall be the point at which travel, will concentrate to take steamers for the railroad across the Isthmus to the Pacific ocean, which must be the course of travel for many years to come, the roads that are able to furnish the shortest line and to enable travellers to save time and money will get the transportation not only of the great through travel, but also the transportation of the United States mails. These would be sufficient to pay for building the railroad west from Salisbury independent of freight, more especially where the travel from Beaufort and Wilmington was thrown upon the same road. And a road having the transportation of travel and United States mails sufficient to sustain it—could transport freight at the lowest minimun price, $3 per ton. On all roads the profits to companies derived from travel as compared to freight is much greater on the former than the latter. Suppose the average weight of adult travelers, including baggage to be 200 lbs., which is a high estimate at $3 00 for each per hundred miles would be equal to $30 00 per ton upon travellers and other baggage, while the cost of transporting freight ought not to exceed $3 00 per ton, which would make a difference per ton in favor of travel of $27,00.

(Concluded in our next.)

SLAVERY AND COMMERCE. The whole commerce of the world turns upon the product of the Slave labor. What would commerce be without Cotton Sugar, Tobacco, Coffee, Rice and Naval Stores? All, these are the products of slave labor. It is a settled fact that free labor cannot produce them in sufficient quantity to supply the demands of mankind. It has been said that one free laborer is equal to five slaves. If this be so, why has not free labor been employed in the production of the above staples? It has been attempted, and in every case in which it has been introduced, has failed. The world follows its interests and if free labor was more valuable than slave, it would be employed at this moment in the United States, Cuba, and Brazil which are open to free labor. And herein note the greater liberality and self reliant strength of the slave over the free States. The farmer freely permits the Northern capitalists to come in with his free labor and compete with slave labor. The latter pass laws prohibiting the Southern capitalist from coming in with his slaves to compete with Northern labor. Their prohibitory laws are passed because they are afraid of slave competition; whereas, the South in the face of the pretence which has been handed down from Wilberforce to these times, that one white laborer is equal in value to five slaves, throws her doors wide open and invites the free labor to walk in and try its hand, and it dare not come. What would become of England, the arch agitator of abolitionism, but for Cotton by manufacture of which she has waxed fat and strong, while she curses the system by which it is produced. By the way, will some one inform us why the English conscience has never suffered as much from slavery in Brazil as in the United States. *Richmond Despatch.*

If you would relish your food, labor for it; if you would enjoy your raiment, pay for it before you wear it; if you would sleep soundly, take a clear conscience to bed with you.

Could'nt you get young pork ma'm, to bake with your beans? said old Roger, cynically, as he sat at table on Sunday.

They told me it was young,' said the landlady.

'Well, it may be so but gray hairs is not a juvenile feature, by any means, in our latitude, ma'm,' continued he, fishing up a gray hair about a foot and a half long with his fork. 'He may have been young but he must have led a very wicked life to be gray so soon.'

As he spoke he looked along the table, and a slight emotion was visible among the boarders; the man who sat oposite with his mouth full of the eatables with which he had been endeavoring to smother a laugh grew dark with the effort, and then collapsed, scattering dismay and crumbs amidst the nicely plaited folds of old Roger's shirit frills.

SPEECH OF J. H. HAUGHTON, ESQ.

OF CHATHAM,

Delivered in the Senate of North Carolina, on the Deep River Improvement, and Coal, and other resources of that section.

MR. SPEAKER: The bill on your table asks the endorsement by the State of the bonds of the Cape Fear and Deep River Navigation Company for $300,000 for the purpose of completing the works to render the Cape Fear and Deep Rivers navigable.

The enquiries that will naturally suggest themselves to the Legislature are: 1st. Is the improvement practicable? 2d. What is it to accomplish? 3d. Will it pay?

First, then, I am called upon to show the improvement practicable, for I admit if it is not, then it ought not to receive the aid of the Legislature. Fortunately, Mr. Speaker, enough has already been done upon these rivers to show beyond question that upon this point there should be no longer any doubt, for at this very moment during a period of unprecedented drought, there is an abundant supply of water at every point where our works have been completed, and a good navigation. This fact alone would seem to be sufficient to put at rest all further doubt on the subject; but it will, if possible, appear in a still stronger point of view by comparing it with other similar works elsewhere. Take for instance the Lehigh Canal and Slack Water improvement, the most difficult portion of which was executed upon the plans and under the direction of Mr. E. A. Douglass, the distinguished Engineer who has recently examined our rivers and pronounced them the finest in the world for slack water navigation. On the Lehigh, in a distance of some *twenty-six miles* a fall of *six hundred feet* is to overcome, being something over *twenty-three feet to the mile*, while according to the same high authority, in a distance of one hundred miles on these rivers, there is a fall of only two hundred feet, being only *two feet* fall *to the mile*. Again, the foundations for our locks and dams are much better than the Lehigh—all of ours being solid rock except four, and even those better than the foundations of works elsewhere that have stood the test of "time and tide."

I know, Mr. Speaker, that the apprehension has been expressed that some of our dams are too high, and consequently will not be able for that reason to withstand high freshets; but here again we have the advantage of the work referred to, for the highest dam on the Lehigh is 36 feet, while the maximum height of ours is only about 18 feet.

It is sufficient to say that in the opinion of Mr. Douglas, who, in the language of another distinguised Engineer, "as a canal and slack water Engineer has few equals and no superiors in his profession;" his "experience in such works having been very extensive and of the very best kind"—there is no doubt about the practicability of this improvement, and that notwithstanding his great experience he did not hesitate to pronounce these rivers the *very best* for slack water navigation, owing to their very inconsiderable fall, their high banks and their fine rocky foundations, and the ample supplies of the very finest stone for constructing the locks, on the river banks. There is, Mr. Speaker, another important consideration that should not be overlooked in comparing our improvement with any similar one at the North—there they have, as we all know, not only to encounter the heaviest freshets, but what is infinitely more, huge masses of ice, the attacks of which are far more destructive.

But it can scarcely be necessary to pursue this branch of my subject further. I should not have said this much but for the fact that some of those whose interest or prejudice has prompted them to oppose this great work, have endeavored to produce the impression that it is impracticable. The answer to which is the opinion of those living on or near these rivers as expressed in the numerous memorials that have come up to us and are now on your table. Let these opinions—opinions of men best acquainted with the rivers and the works already constructed—let the strong appeal of the enterprising, intelligent and patriotic citizens of Wilmington answer. They with one voice call upon us to complete this great work and to do it speedily, and the reason they give is that it is eminently practicable, and the most important improvement that has ever been projected in the State, for the prosperity and growth of that city.

2. *What is this improvement to accomplish?*

This, Mr. Speaker, brings me to a very interesting portion of my subject—one, that if correctly understood and fully appreciated by the people of North Carolina—would, I believe, cause them to unite and press forward as one man and never stop till this work should be completed. Indeed, Mr. Speaker, when we come to answer the enquiry, what is this improvement to accomplish, it is difficult to estimate the immense benefits that are to flow from it. In the first place these rivers penetrate a very extensive region of the finest pine forest from which hundreds of thousands of barrels of naval stores will annually be taken and added to the growing commerce of Wilmington, besides large quantities of lumber and timber. It must also be remembered that in the region of our navigation are forests of the finest oak, from the trunks of which will, in a short time, be wrought a large quantity of staves, while from their roots will be taken knees for ship building. Our improvement will also bring to market large quantities of grain, flour and other agricultural products, for it must not be forgotten that the county of Chatham, which I have the honor to represent on this floor, is the *largest wheat growing county in the State.*

These various articles of commerce will in a very short time make the stock in this Company profitable, and perhaps more so than that of any other work in the State; but when we take into account the vast, the untold mineral resources of the region which this improvement is to develope, we must be constrained to believe that the stock will be the very best in the country.

You are aware, Mr. Speaker, that this improvement penetrates a region of the *very best Coal* in the world—a region that has been subject to the scientific eye of the first geologists in the country—such men as a Johnson, an Emmons, a Jackson, and a Shepherd—men of world-wide reputation, who have devoted their valuable lives to scientific investigations and discoveries; and they all concur in one opinion, and that is that the Deep River Coal fields contain an inexhaustible supply of the finest coal for commercial purposes, and for gas the best ever yet discovered, not only on this continent but in the world. Until the experiment was made with our coal, the English was regarded as the best gas coal, but actual test has established the important fact that the Deep river coal is superior even to the English, as a ton of ours will yield as 8 to 5 compared with that.

Some four years since the distinguished and lamented Walter R Johnson explored the Deep River coal region for the purpose of ascertaining its extent and whether it would justify a large investment of capital for the purpose of bringing it to market. After a careful examination, that able Geologist came to the decided conclusion that the coal was inexhaustible, that its extent was at least fifteen miles, one to four miles in width, and he stated that he had reason to believe it doubly extensive. Subsequent examinations, Mr. Speaker, have not only demonstrated the correctness of the opinion then expressed by Professor Johnson, but it has been ascertained to be far more extensive than was then supposed. I have been assured by Mr. McLane, the able and experienced mining Engineer of one of the coal companies on Deep River, that after the most minute and careful examination by "the pick and the auger," those infallible tests, that he has ascertained the coal region extends certainly twenty-eight miles in length by from three to six in breadth, and that there is every reason to believe this is not its limit; in fact that every experiment only serves to prove that the coal region is more and more extensive and that *its supplies will be inexhaustible.*

There is another advantage which the Deep River coal mines possess over almost any other in the country, and that is their immediate proximity to the river, penetrating to its very margin or rather being divided only by the river while on either side there is generally a level plane or gentle slope to the river, so that the coal can be taken with comparatively small expense to the boats. To show the estimate placed by men of capital on this coal region, let me state that there have been invested in lands, machinery, and other incidental expenses about $300,000, even before our river improvement is completed, and when done, the effect it is to have upon coal property on Deep River it is hard to estimate. Indeed, I know no section of the Union where capital may more (if as profitably) be invested as in the favored region of Deep River. According to the estimates of Professor Johnson, Drs. Emmons and Jackson, the value of coal alone on Deep River will amount to *many billions of dollars*, and when only a portion of this valuable deposite is brought into market, who can estimate the hum of industry, of active, profitable commerce that will spring up upon the banks of Deep River? Who cannot see in the not distant future towns and villages springing up as if by enchantment? See what coal has done for other countries. What has contributed so much to the trade and commercial power of England? Her extensive coal mines. What has added untold millions to Pennsylvania's wealth? The same cause.

During the agitation of the tariff in 1846 at Washington it was stated (in the Senate) by Mr. Cameron of Pennsylvania, "That thirty years ago, coal was certainly unknown in this country. Yet in 1846 it gave employment to five millions of day's work annually, it kept in motion a thousand ships of one hundred and fifty tons each, and afforded a nursery for the training of six thousand seamen, who earned $3,000,000 yearly. It gave circulation to a capital of *fifty millions* of dollars, it kept in activity fifteen thousand miners, and sustained a mining population of 70,000 souls, who annually consumed upwards of two millions of agricultural productions, and more than three and a half millions of dollars of merchandise."

Now, Mr. Speaker, although we cannot hope to realize this grand result in a day, or a year, yet we have every reason to hope that the future for us, if the present is properly improved, will pour forth her treasures of wealth and prosperity, such as have not been seen in the Old North State heretofore, and in view of these things ought we to hesitate one moment to afford the requisite aid to complete this improvement? Pennsylvania has constructed *one thousand ninety eight miles of canals and railroads* to reach her anthracite coal, at a cost of more than *forty-six millions of dollars.* Can a stronger proof be offered of the immense value of the coal trade? And yet we are about to bring to market coal far more valuable, and that will command several dollars per ton more than the anthracite.

But, Mr. Speaker, the resources of the Deep River country are not yet "all told." According to the report of Dr. Charles T. Jackson, that eminent Geologist, there is an abundant supply of the very finest *iron ore* on the banks of this river and in the neighborhood, and in immediate proximity to the coal, the finer portions of which, in his opinion, can be used to great advantage in the furnaces in the manufacture of iron. Iron masters (men of great experience,) have visited this region with a view to an examination of the ore, and have expressed the opinion that it is very superior in quality and abundant in quantity, and that *railroad iron* may be manufactured there as cheaply, and probably more so, than in any other portion of the country.

So much importance is attached to this iron, and the great advantage afforded by its immediate contiguity to the coal, and other considerations mentioned by him, that Dr. Emmons, the able State Geologist, made a special communication to the late Executive of the State, recommending, or rather suggesting the propriety and expediency of establishing a National Armory on Deep river; and an effort has been made by that distinguished and devoted North Carolinian, (Mr. Badger,) to induce the Government, at Washington, to take steps to carry out this important suggestion, and I learn from him that the subject is before a committee of the Senate. In this connection, Mr. Speaker, the completion of the railroad to Beaufort, and the proposed connection of the North Carolina railroad with these coal fields will bring this iron and coal in reach of that point, where it has been suggested by high authority the importance of establishing a Navy Yard, which, if done, we would have an armory for the manufacture of cannon at the one point of the railroad, and the ships at the other, which, in time of war would be of immense benefit.

But this is not all. There are extensive beds of the finest *soap stone* on the very margin of Deep River, which commands a fine price at the north, and has already attracted the attention of capitaliists there. There is, also, building-stone on the Deep River and the upper Cape Fear, almost at the very water's edge, of different varieties, and of superior quality. We have the finest granite, and almost bountiful variety of brown stone suitable for building. There is, also, as stated by Dr. Emmons large quantities of working slate, and as the city of Wilmington "extends her borders" by the aid and foresight of her enterprising citizens these building materials will be in great demand. Indeed, I learn from an influential and energetic citizen of that town, that a capitalist from the north came on some time since for the purpose of forming a company, with a capital of $150,000, for the purpose of getting out this stone for building and other purposes.

But, Mr. Speaker, there is one point of view that makes the development of these resources, especially the coal, of peculiar importance. I allude, sir, to its effects on the currency of the country.

We are now, sir, in the midst of a severe pecuniary pressure, which is doubly so on account of the depreciation of our bank paper. Now this is brought about by the balance of trade being against us, the fact is we buy more of the North than we sell; we thus become her debtor. Increase our exports by adding millions (as we certainly shall do) by sending off vast quantities of our coal, and these with other additions to our exports which the Legislature of this session will promote, and the tide will turn and then we will save an annual tax upon our merchants and ultimately upon our people, by putting an end to the heavy drain upon us in the shape of exchange. Our imports of goods are probably about $20,000,000 worth, on which we pay at least one per cent. in the difference of exchange, which amounts to an *annual tax upon our people of* $200,000. Whatever, therefore, tends to stop this state of things not only adds thousands annually to our wealth, but elevates the State in commercial importance, and will in the end place her in that high position to which she is entitled, and which a munificent Providence seems to have designed for her.

There is still another subject of much importance in connection with these valuable deposites of coal, which I must not omit. It is known that the people of Wilmington with their characteristic enterprise some time past projected a communication by steam with Havana, and it has not been as yet put in successful operation for the want of our coal. I was informed by an experienced sea captain the other day that he had assurances in a recent interview with one of the most experienced nautical men and ship builders in the country, that as soon as this coal should reach Wilmington that he was then ready to unite with a company in putting on a line of steamers between these two points.

But there is still a more important scheme in contemplation, a *Postal Route* between Washington City (*via.* Wilmington and Havana) and San Francisco. It is stated, upon what is deemed reliable authority, that the trip can be performed in less time by some five days than by any other route, and that in consequence of the steamers having to pass alternately through fresh and salt water, there will be a great saving in wear and tear, as the constant contact with salt water corrodes the copper and iron with which steamers are fastened.

Having said thus much without by any means exhausting my subject, but little remains for me to shew, 3d, that *our improvement will be profitable.*

In the first place the naval stores, timber, lumber, and agricultural products will pay handsome dividends without other aid; but when to this we add the enormous supplies of coal that must pass down these rivers there can be no doubt it will be the very best stock in the country. I have in my possession a statement of Mr. McLane, the mining Engineer of two Companies on Deep River, in which he says that he will be prepared to send to market in one year after the completion of our works 350,000 tons of coal, and that another Company which is ready to commence sending off coal as soon as the navigation is completed, can send 100,000 tons also, besides several other companies who have not yet commenced operations. Now this coal at 25 cents per ton tolls, will yield from $75,000 to 100,000 annually, and must from year to year steadily increase, and that too on a work that will cost a small sum over half million of dollars. I understand that the Leghigh navigation cost about six millions of dollars. It is only five miles longer than our work, yet it is said that this paid 19 per cent, and this is closed with the third of the year. *They* are compelled to use horse power, *we* will use steam. Our boats (by adotping the plan of Mr. Douglas) may be three hundred tons, while those employed on the Lehigh are only about sixty tons burthen. Now with these decided advantages which our improvement possesses over the Lehigh, can it admit of a doubt that our stock will be at

least equal to theirs, and that it will be more profitable? I have Mr. Speaker, in a feeble way attempted to mention some of the many advantages that will follow the completion of this great work, about which we have had for the want of means and other causes to encounter difficulties of no ordinary character and which few can appreciate. I rejoice that the prospect of the passage of the bill on your table holds out the hope of speedy and ample relief, and which if realized will insure its execution within the present year with a good season for work. I thank the Senate and you Mr. Speaker, for the kind attention, with which my remarks have been listened to, I only regret they are not more worthy of the occasion. I have however endeavored to give a faithful account, in what I have said, of this work; and if any Senator desires any further information it will be my pleasure to give it, as it is my wish to put the Senate in possession of every fact necessary to a proper appreciation of this improvement, as well *its past management* as its *future prospects.* There is one fact I must not omit to mention, I allude to the fine and extensive *water power*, which our works will create—equal, I believe it will be to that of any part of the country. I believe Mr. Speaker the time is not very far distant when another Lowell shall arise on the margin of this stream, and under the influence of our coal trade, a large and thriving population will congregate, towns and villages will spring up in the valley of Deep River, and when hundreds of boats shall be seen bearing off the rich productions, agricultural and mineral of this section, when the busy hum of industry rewarded by ample returns of prosperity and wealth, "shall make glad the heart of man."

Yes, sir, "the stream of our coal trade gives promise, in no distant time, of a mighty flood; prolific—fertilizing—reproductive." In conclusion, Mr. Speaker, employing the eloquent language of Taylor in his "Statistics of Coal," speaking of Pennsylvania coal, I would say "success, then, to the stream of the" Deep River "coal trade. Onward may it flow; swelling in its volume; bearing on its surface and in its inmost depths, the elements of prosperity to all who embark upon its waters! For ourselves, and in our day, we perceive but the beginning. We approach but the fountain head; the margin of a stream to whose capacity we can suggest no ultimate limit. We see, but darkly the outline of that magnificent future, to which all things are tending, when its projectors shall cease to exist."

NOTE.—The bill, since this Speech was delivered, has passed and is now a law.—EDITOR.

[Correspondence of the Carolinian.]

RALEIGH, Feb. 27, 1855.

MR. EDITOR: The Legislature, which adjourned on the 17th, did not, it is true, do as much for your region of the State as was expected at its hands, or as, in my humble opinion, it should have done; yet, all things considered, and with a prudent and just reference to future Legislatures, I do not see that you have more to complain of than some other sections. My heart is with your enterprising and gallant old town; and I trust she is *not* destined, as some fear she is, to decline in trade or population. Hope on and work on, Mr. Editor; in the eloquent language of the accomplished Winslow, "*surgit astrum*"—the star rises!—the star of a new day, and its beams must fall upon us all, to cheer, to invigorate in the great race of development and progress. Fayetteville, like Wilmington, owes nearly all her prosperity to the enterprise and public spirit of her own citizens; her Plank Roads, the first constructed in the southern country, are monuments of her industry and sagacity, and but for them her condition would indeed have been such as to create the apprehensions of her friends. Be assured, sir—and I speak from personal observation—the members of the Legislature from Cumberland did all that men could do to advance the interests of Fayetteville. No county was more ably represented than yours. I have heard, now and then, that some of Mr. Shepherd's constituents were inclined to censure him as wanting in devotion to the interests of your town and county. Can this be possible? If so, nothing could be more unjust or ungenerous. Sir, I know, and every attentive observer of the proceedings of the House of Commons will sustain me in what I say—that he labored constantly, and with equal zeal and ability, for every measure calculated to benefit your section of the State. He deserved, if he did not in every instance command success. No man could have devoted himself more thoroughly or intensely to the interests of his constituents than he did, yet at the same time he showed that he had a heart large enough to embrace the whole State, and an eye for the interests and welfare of all. He is a man, sir, of whom the people of Cumberland—aye, of the State, may well be proud. As a friend of justice, as his friend, as one wishing well to your section, I could not be silent under such a charge upon one of your ablest, purest, and most useful public servants.

Have you read the Internal Improvement Report to the Senate, by Mr. Fisher? It is one of the noblest documents of the day, and your readers, I am sure, would be pleased to see it in the Carolinian.

Our little City is at present quite dull. Improvements are, however, going forward, owing in a great degree to the Central and Raleigh and Gaston Roads. The former Road will, I learn, be completed to Hillsboro' by the first of April; and I presume that, by the first of next year, the whole line will be completed and in operation. A. B.

Rumor connects Col. Baxter's recent visit to this place with the organization of a Lodge of Know Nothings. Of the truth of it, of course we know nothing. It is currently reported that the simon pures are as plentiful hereabouts as "leaves in Valembrosa."—Possible. Around our sanctum profound ignorance of the matter reigns. We have an opinion, however, upon this as we have upon all subjects—and that opinion is, that there is a lodge here.

Well, you say, what of it? Nothing that we know of, only we felt it our duty as a faithful chronicler of passing events, to give our readers the benefit of the rumor.

Our course in reference to this secret society is already marked out,—our colors are nailed to the mast and clinched on the other side,—our flag is floating, free as Heaven's own air, inscribed with the sentiment for which our fathers fought and conquered—and live or die, sink or swim, we intend to battle for *Religious Freedom!* Strike this boon from the American Constitution, and for us you may wrap the polluted fragments of that sacred chart in a winding sheet made of our Fathers' Flag, the glorious stars and stripes, and bury the whole beneath the ruins of the temple of liberty, so deep that no resurrection can ever reach them!

With the lights before us, we should be a traitor to our conscience, to our county, and our God, did we fail to lift a warning voice against this secret association. We appreciate the responsibility of our position, and we intend to meet the issue and face the music, though we be overwhelmed in the conflict. *Asheville News.*

PROGRESS OF THE ROAD. On the east of us we learn that the iron on the N. C. Rail Road is laid within five or six miles of Hillsboro', and that the mail and passenger trains are daily running on the Road thus far. It is expected that the Road will be finished to Hillsborough by the 1st of April, until which time we presume the freight train will stop at Durham's there being no depot between that point and Hillsbrough. From the west, we learn that the Road is nearly finished to the Yadkin River, and that if the mail and passenger trains have not already, they will in a few days commence running to that point, where some delay will be unavoidable, in the completion of the bridge across the Yadkin. As the gap between the finished points becomes shortened, there are additional inducements to the traveling public to avail themselves of the facilities offered by Messrs. Bland & Dunn with their splendid daily four-hores Coaches. *Greens. Pat.*

MURDER BY A KING. A continental correspondent of the London Morning Advertiser writes: "A very unfortunate event has just occurred at the Hague—an event of so distressing a nature that I should hesitate to narrate it, but that it comes to me from unquestionable authority. The King of Holland lately went to visit one of his mistresses and found one of his aides-de-camp closeted with her. The king rushed upon the officer and stabbed him; the wound, it is said, has proved fatal, and great exertions are being made in high places to keep this horrible tragedy from the public." We have not seen this or any similar statement elsewhere.

The Standard.

RALEIGH: WEDNESDAY, MARCH 7. 1855.

Business Directions.

Any person remitting money for subscription to the Standard will please state whether it is for the Weekly or Semi-Weekly paper; and also whether it is for a new subscriber or for one already on our books.

In ordering a change of the paper, please state the Post-office to be changed *from*, as well as the one *to*.

Write all proper names plainly and distinctly.

☞ As a general rule we shall, in future, send our paper to no new subscriber until the subscription money is paid, as we desire and intend to adopt the advance payment system as soon as practicable.

*** All obituary notices exceeding ten lines will hereafter be charged as advertisements.

Strangers sending us advertisements must accompany them with the cash or give satisfactory reference, or they will not be inserted.

Persons indebted for subscriptions can remit any amount at any time by mail; and receipts will in all cases be promptly transmitted. Those who are indebted up to November last will, we trust, send in the amount at once; and if the precise sums due are not known, it will make no difference, as for all sums overpaid in this way the subscriber will have credit and a receipt accordingly. We trust all our friends will remit by mail, and thus save us the heavy commissions 20 per cent. which we have to pay for collecting.

HOLDEN & WILSON.

Feb. 7, 1855.

MR. HILL—THE REGISTER.

The Register of the 24th ult. contains a most malignant and unprovoked attack on the Speaker of the House of Commons, Samuel P. Hill, Esq., on account of the defeat in that body, on the last night of the session, of the bill providing to aid in the erection of a monument in Philadelphia commemorative of the Declaration of Independence.

This abuse and these denunciations are founded upon vague suppositions, and upon alleged *private conversations;* and we regard the article of that paper as not only in execrable taste, but malignant and false.

The bill, which was defeated in the Commons, mainly as we understand by the bold and determined opposition of Gen. Singeltary, appeared to be in the special charge of Mr. Senator Rayner, one of the leaders of the Know Nothing or so-called *American* party in this State; and this, we suppose, will account to no small extent for the feeling evinced by the Register towards Mr. Hill. Why was not Gen. Singeltary, who opposed the measure openly in debate, assailed and denounced as Mr. Hill has been, who if he said any thing in relation to it, did so in private among the members of the House? The bill as we understand it, was opposed, not on its merits, but because of the abolition character of the place in which the monument is proposed to be erected; and because, also, of the fact that we have no monuments here in North Carolina to perpetuate the fame of our own revolutionary patriots and heroes.

The Register, because this bill was defeated in the Commons, says: "Every patriotic son of North Carolina has cause to hang his head in shame, at the position our State is thus made to assume." The Register is mistaken—that paper has sacrificed truth to feeling and a figure of speech. We have seen numbers of "patriotic sons" of the State since the adjournment of the Legislature, and we have observed no head hung in shame—indeed, we have not heard the matter referred to. The State *is not* disgraced, the assertion of the Register to the contrary notwithstanding; and Mr. Speaker Hill is just as sound in reputation, and just as popular as he was bfore he was thus assailed by the newspaper referred to.

CONNECTICUT.

We invite the attention of our readers, and especially of Southern Whigs, to the following synopsis of the Resolutions adopted by the late Whig State Convention of Connecticut:

"*Connecticut Politics*—Hartford, Feb. 28. The Whig State Convention to-day at this place re-nominated by acclamation the entire State ticket of last year.

The convention passed a series of resolutions endorsing the American principle, including protection to American industry, and declaring that the repeal of the Missouri compromise had put an end to all compromises on the slavery question. Also, expressing a determination to resist, by all constitutional means, the admission of any more slave States; denouncing Senator Toucey's course in the U. S. Senate; and condemning the veto of the river and harbor and French spoliation bills; approving the Connecticut prohibition law; declaring that President Pierce's administration was entitled to little respect."

The Connecticut Palladium, a Know Nothing paper, speaking of the mission of the new organization, says:

"When will the "good work" be finished? When the Nebraska bill is repealed—the Fugitive Slave Law repealed—the Wilmot Proviso fastened upon all the organized territory—the policy of non-intervention overthrown, Slavery abolished in the States or the Union dissolved. Then, and not until then, let the people return to their old organizations and their ancient faith and practices."

We published, a few weeks since, the Resolutions of the late Democratic State Convention of Connecticut. Those Resolutions contained an endorsement of President Pierce's administration—an endorsement of the principles of the Nebraska bill—expressed a determination to stand by the fugitive-slave law, and censured the last Whig Legislature of that State for attempting to nullify it; and also contained a strong repudiation of all secret political societies, especially the Know Nothings.

Bear these facts in mind.

SCRAPS.

The Raleigh *Star* of the 3rd instant., calls the Standard "the foreign and Catholic organ." We do not say it as protestants or as editors, but upon our own personal responsibility we say Mr. Doub *lies*, and that he knew when he penned the sentence he was *lying*. Such is a Know-Nothing; and it is quite natural that a member of that midnight, political assassin order should thus speak, as the very basis on which that organization is founded is *falsehood* and *deception.*

The "Junior volunteers" of Norfolk, Va., were a fine looking set of fellows, as the press generally has said of them, and on their recent visit to this place were much admired and gazed at. But when the hospitalities of our City were extended to the aforesaid "Juniors," and we the tax-payers footed the bill, we cannot exactly see the propriety of that company's permitting their band to give concerts in our City Hall at 50 cts. a head. That's all.

☞ We regret to learn that Mr. Patrick McGowan, U. S. Mail Agent, of this place, was assaulted and shot on Monday last, at Weldon, by a man of the name of Everett; and that his recovery is considered doubtful. The occurence, we understand, grew out of some business transaction between Mr. McGowan and the Everetts; and one of the latter, the others abetting, attacked Mr. McGowan, who was unarmed, and shot him repeatedly with a revolver. After he had fallen, it is stated, Everett went up to him, and placing the pistol close to him, fired into his head or neck.

The perpetrators of this foul deed have, we are gratified to learn, been arrested and lodged in Halifax Jail.

☞ Jo. Seawell Jones, formerly of this State, died at Columbus, Mississippi, on the 20th ult. of pneumonia.

THE BOUNTY LAND BILL.

We publish below, from the Washington Union, the bounty land bill as it passed the two Houses of Congress. It is as broad and as full as any one could have wished:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That each of the surviving commissioned and non-commissioned officers, musicians, and privates, whether of regulars, volunteers, rangers, or militia, who were regularly mustered into the service of the United States, and every officer, commissioned and non-commissioned, seaman, ordinary seaman, marine, clerk, and landsman in the navy, in any of the wars in which this country has been engaged since seventeen hundred and ninety, and each of the survivors of the militia, or volunteers, or State troops of any State or Territory, called into military service, and regularly mustered therein, and whose services have been paid by the United States, shall be entitled to receive a certificate or warrant from the Department of the Interior for one hundred and sixty acres of land; and where any of those who have been so mustered into service and paid shall have receided a certificate or warrant, he shall be entitled to a certificate or warrant for such quantity of land as will make, in the whole, with what he may have heretofore received, one huudred and sixty acres to each such person having served as aforesaid: *Provided,* The person so having been in service shall not receive said land warrant if it shall appear by the muster rolls of his regiment or corps that he deserted, or was dishonorably discharged from service:

Provided, further, That the benefits of this section shall be held to extend to wagon-masters and teamsters who have been employed, under the direction of competent authority in time of war, in the transportation of military stores and supplies.

SEC. 2. *And be it further enacted,* That in case of the death of any person who, if living, would be entitled to a certificate or warrant as aforesaid under this act, leaving a widow, or, if no widow, a minor child or children, such widow, or, if no widow, such minor child, or children, shall be entitled to receive a certificate or warrant for the same quantity of land that such deceased person would be entitled to receive under the provisions of this act if now living: *Provided,* That a subsequent marriage shall not impair the right of any such widow to such warrant if she be a widow at the time of making her application; *And provided, further,* That those shall be considered minors who are so at the time this act shall take effect.

SEC. 3. *And be it further enacted,* That in no case shall any such certificate or warrant be issued for any service less than fourteen days, except where the person shall actually have been engaged in battle, and unless the party claiming such certificate or warrant shall establish his or her right thereto by recorded evidence of said service.

SEC. 4. *And be it further enacted,* That said certificates or warrants may be assigned, transferred, and located by the warrantees, their assignees, or their heirs-at-law, according to the provisions of existing laws regulating the assignment, transfer, and location of bounty-land warrants.

SEC 5. *And be it further enacted,* That no warrant issued under the provision of this act shall be located on any public lands, except such as shall at the time be subject to sale at either the minimum or lower graduated prices.

SEC. 6. *And be it further enacted,* That the registers and receivers of the several land offices shall be severally authorized to charge and receive for their services in locating all warrants under the provisions of this act the same compensation or per-centage to which they are entitled by law for sales of the public lands, for cash, at the rate of one dollar and twenty-five cents per acre. The said compensation to be paid by the assignees or holders of such warrants.

SEC. 7. *And be it further enacted,* That the provisions of this act, and all the bounty-land laws heretofore passed by Congress, shall be extended to Indians, in the same manner and to the same extent as if the said Indians had been white men.

SEC. 8. *And be it further enacted,* That the officers and soldiers of the revolutionary war, or their widows or minor children, shall be entitled to the benefits of this act.

SEC. 9. *And be it further enacted,* That the benefits of this act shall be applied to and embrace those who served as volunteers at the invasion of Plattsburg, in September, eighteen hundred and fourteen; also at the battle of King's mountain, in the revolutionary war, and the battle of Nickojack against the confederated savages of the South.

SEC. 10. *And be it further enacted,* That the provisions of this act shall apply to the chaplains who served with the army in the several wars of the country.

SEC. 11. *And be it further enacted,* That the provisions of this act be applied to flotilla-men and to those who served as volunteers at the attack on Lewistown, in Delaware, by the British fleet, in the war of eighteen hundred and twelve—fifteen.

CAPE FEAR BANK.

A meeting of the stockholders of this Bank will be held in Wilmington on the 15th instant, to take into consideration the charter granted by the late General Assembly, and to determine whether they will accept it.

We learn that Daniel Dickson, Esq., has been appointed by the Governor, Secretary of State and Comptroller, to represent the State on the occasion. The Literary Board, at a recent meeting adopted a Resolution unanimously, requesting the State's representative to vote to accept the charter. The Literary Fund, it is known, is largely invested in this Bank.

The charter, we do not doubt, will be accepted.

ONE OF THEM. The Editor of the Plymouth Villager, speaking of the new midnight Order, says:

"We understand, that five hundred dollars, has been offered, for any know nothing, to admit the fact, in order, that he may put through, on the fast line. Now if any man, will give us a fourpence, we will tell him, that we are one of 'em, but can't, for anything less. We reckon that some of those locos, will begin to think, that we are a hell-of-a-fellow."

We congratulate Mr. Rayner, Mr. Loring, Mr. Doub, and others who might be named, upon the company in which they find themselves.

CHARLOTTE AND RUTHERFORD RAILROAD. General McRae, the Chairman of the general commisioners of the Wilmington, Charlotte and Rutherford Railroad Company, has called a meeting of the commissioners, to be held in Wadesborough on the 14th instant. The commissioners are, Alfred Smith, of Columbus; Thos. A. Norment, of Robeson; J. P. Leak, of Richmond; Walter R. Leak, of Anson; D. A. Covington, of Union; and Charles J. Fox, of Mecklenburg.

NOW READY FOR DELIVERY. A pamphlet, of forty-two pages, under the title of "Facts for the People of the South"—"Abolition Intolerance and Religious Intolerance United"—"Know-nothingism Exposed." Price, fifteen dollars a thousand. Orders now received. *Washington Union.*

We are under obligations to Mr. Forney, Clerk of the House of Representatives, for a copy of the above pamphlet. It ought to have a wide circulation. The facts it contains will be of much value to our friends in the ensuing canvass in this State.

☞ Congress adjourned on *Sunday* last, the 4th of March, at 12 o'clock, M. The Senate, in Executive session, confirmed Mr. Gilchrist, of New Hampshire, Mr. Lumpkin, of Georgia, and Blackford, of Indiana, as Commissioners of the new Board of Claims. The bill providing for admitting Oregon as a State was rejected.

The House completed, amid excitement, much of the business of importance before it. Mr. Benton violently protested against his name being called—said the proceedings were illegal and he would not answer to his name.

From our Washington Correspondent.

WASHINGTON, March 3, 1855.

Close of Congress—Delay of Appropriation Bills—Reasons for it—Diplomatic and Consular Bill—Gen. Jackson's sword—Mail Steam Appropriation Bill—Singular charge in Congress—Abuses—Increase of the Army—Candidates about—Mr. Ruffin on Know Nothingism—Veto of the Collins Line Bill—Whigs attack the Constitution—Tariff not to be reduced.

At 12 o'clock to-morrow this Congress will close its labors. To give you the exact condition of business at this writing would be an impossibility, and no one can foresee what measures may be passed or what defeated before its dissolution. It may be said with truth that all the important business of the session has been pressed into the present week, and much of it is unfinished at this moment. Many of the working men of Congress have not ceased to make efforts to advance the business of the session, but in some way or other procrastination has carried the day, and a large number of the appropriation bills are yet to receive final action. It is a notorious fact that many amendments for special objects designed to promote private interests, creep into the appropriation bills during the last hours of a session, while din and confusion prevails, and it is hard to believe that final action on these bills is not postponed until the last moment, through the management of the designing and corrupt, for the express purpose of affording an opportunity for the accomplishment of their schemes. It is a fault in legislation which is growing yearly into one of greater magnitude. The country should know how these things are managed, and place the responsibility on those who are guilty of retarding legislation.

The bill to reorganize the Diplomatic and Consular system has passed both Houses. It abolishes outfits and infits, fixes the salaries of the several Diplomatic posts, and provides that these salaries shall not commence until the appointee arrives at his post of duty. Consuls receive salaries, the fees collected by them go into the Treasury, and those at the more important points are forbidden to engage in private business. A reform in this branch of the Government has been long needed, and it is believed that the interests of the country will be greatly subserved by this change of the system.

The presentation of Gen. Jackson's sword by Mr. Cass, on Monday last, attracted a large and brilliant audience to the Senate. This interesting relic was bequeathed to his friend, Gen. Armstrong. Since the death of the latter, his heirs determined to present it to the Government. It will be placed in the case with the sword of the Father of his Country and the cane of the departed sage, Franklin. These, with various relics of the Father of his Country, are deposited in the Patent Office, where they are visited by thousands annually of his grateful countrymen.

A bill to promote the efficiency of the Navy, and the old soldier's bill, as it is called, have passed, and the former received the signature of the President. It will require, it is said, at least two hundred millions of acres of land to execute the latter, but one thing is certain, it is much better to give them away to the old soldiers than to squander them on speculating companies, as the tendency has been heretofore. The bill making appropriations for the mail steam service, to which I referred in my last as having passed the House, has passed the Senate without amendment, and is now in the hands of the President. It is a singular fact that at the 1st session of this Congress a large majority of the House voted to give the notice to the Collins Company of the discontinuance of the extra compensation, and insisted upon the notice against the opposition of the Senate thereto. At this session the House not only declined to give the notice but actually repealed the right of Congress to discontinue the extra compensation at all. Such is the influence of this gigantic monopoly in the Halls of Congress. The bill has not yet been approved by the President, and although nothing is known of his determination it is contrary to the recommendations of the Post Office Department, and I am inclined to think that this binding of the Government to a steam ship company is so objectionable, both in principle and policy, that he will return it to Congress with his objections. It requires decisive measures to put an end to abuses that have fastened themselves upon the Government.

The Naval efficiency bill provides for a retired list in the officers of the Navy, and will doubtless work a great reform in that branch of the service. An amendment to the army Bill has passed, adding four regiments thereto, for the purpose of quelling Indian hostilities on the frontier. It also authorizes the appointment of an additional Brigadier General, and rumor says that the gallant Gen. Shields, recently defeated for the Senate by the Anti-Nebraska and Know Nothing Legislature of Illinois, will receive the appointment. It is received with unmingled satisfaction by all parties. Applicants for commissions in these regiments are here in sufficient numbers to form a regiment or two of themselves, the hotels being crowded to suffocation. As various appointments are to be made in the Diplomatic service under the new law, the Judges of the Board of Claims to be appointed, and the officers attached to the Board, together with the officers of the four new Regiments, I think it probable that an extra session of the Senate will be called to act upon these Executive appointments.

Mr. Ruffin, member from the 2d District of your State, one night during the past week, made a most able speech on the kindred subjects of Abolitionism and Know-Nothingism. He was listened to by a large and attentive audience, and I have reason to believe that he made a very good impression. The speech will be published and I need not therefore give an outline of his remarks. Know-Nothingism was handled without gloves.

Since the above was written the President has sent in a message to Congress with his objections to the mail steam appropriation bill. Great abuses require severe measures for their correction, and I rejoice that the President has had the firmness and decision to apply the knife at the root of one of the most gigantic proportions and influence. Of course New York will denounce him, for a million of dollars a year is not to be disregarded even by New York. But the country should know that the present largess is excessive. I presume however that the President's objections are based upon the provisions of the act, repealing the right of Congress to withdraw the extra compensation and which looks towards this largess to New York capitalists as a permanent arrangement.

In the case of the veto of the French Spoliation bill, but little has been urged against the argument of the veto itself, but much against the use of the veto at all. So it will be in the present case. The enemies of the Democratic party and its principles will renew the attack upon the Constitution, and cry out that the will of the people has been overruled by the one-man power. Yet the President is the Representative of the people at large, and he is clothed with the power not to defeat a measure, but to demand its mature consideration. And I believe there has been but one instance, and that of no importance, in which the decision of the President has not been sustained by the people. A United States' Bank, with all its corruptions, would exist at this time, if a President had not exercised its rights under the Constitution to defeat it. Who can say that this power is not a conservative element of our form of Government, and a protection to the rights of the people!

The amendment to the tariff reducing duties an average of twenty per cent, which was tacked as a rider to the Civil and Diplomatic Bill, has been rejected by the Senate. I suppose it may be considered as good as lost. This is greatly to be regretted. Influences are at work to make wool, dyestuffs and Railroad iron free of duty. This is pressed by the manufacturers, and is designed to favor them at the expense of other interests. It is the old question of protection and free trade and the former seems to have the majority. MECKLENBURGH.

SICKNESS. This part of the State has been seriously afflicted of late with sickness in various forms, such as measles, scarlet fever, and pneumonia. The latter has been especially severe, and the results have been fatal in more cases than heretofore. Our physicians are constantly engaged.

We hear of sickness in the same forms in other parts of the State. The weather is now clear and mild, and we trust that a decided change for the better will soon take place.

For the Standard.

MESSRS EDITORS: Allow me to call the attention of the Democratic voters in the 6th Congressional district to the propriety of holding a Convention at Winston on the 9th of April, (it being Tuesday of Superior Court in that county,) for the purpose of nominating a candidate to represent us in the next Congress.

The reasons for holding a Convention are obvious, our strongest man will be brought out, union and harmony will pervade our ranks, and our district will no longer be *mis*represented by Puryear.

Meetings should be held in all the counties composing the district at as early a day as practicable, and delegates appointed to attend the Convention.

SURRY.

ARRIVAL OF THE CANADA!!!

Three days Later—Nothing from the Crimea Still Cotton and Breadstuffs Dull.

HALIFAX, March 1. The Canada arrived at an early hour this morning. She left Liverpool on the 17th, and consequently brings three days later intelligence than that received by the St. Louis.

From the seat of war she brings little or no additional news. Affairs remained about the same.

At last reports the peace conference was to open at Vienna on the 25th of February.

Lord John Russel had left London for the Austrian Capital, to assume the office of Plenipotentiary from the British Government in the Conference.

The Western Alliance had been further strengthened by the accession of Naples.

MARKETS. *Cotton* continued quite dull. The prices of lower qualities particulary, had a declining tendency. Business of the week amounted to 35,000 bales, mostly to the trade.

Breadstuffs were in evry limited demand, and prices of all descriptions were down a shade lower. Brown & Seipley quote Western Canal flour at 42s. 6d. Mixed corn, 43s. In provisions there was but little change. Business generally was very dull. Consols at closing quotations were 90¾a90⅞.

THE CASE OF JUDGE LORING.

BOSTON, March 1. A second hearing on the part of the petitioners for the removal of Judge Loring, was held yesterday before the legislative committee. A large crowd was in attendance. Wendell Phillips, Theodore Parker, and Robert Morris, a colored lawyer, testified under oath to the allegation that Judge Loring hastened the rendition of Burns in an unwarrantable manner. Messrs. Morris and Phillips state that they, as counsel for Burns, were refused an interview with him until the day after his arrest. Mr. Hildreth addressed the committee at length in behalf of the petititioners. Judge Loring is not represented by counsel, and no response was made to the petitioners. A third hearing of the matters is assigned for Tuesday next.

LATER FROM HAVANA.

NEW YORK, March 2. The Empire City has arrived with Havana dates to the 24th. She brings the California mails, which were transferred from the El Dorado at Havana.

There is nothing of importance.

Destructive Fire in Petersburg.

PETERSBURG, March 4. A fire broke out this morning in some frame buildings opposite Jarratt's Hotel, and before the flames were subdued, some ten or twelve houses were consumed—among the buildings destroyed was one occupied by Messrs. Tappey & Lumsden as a machine shop. The total loss is supposed to be about $50,000.

Presidential Appointments, &c.

WASHINGTON, March 4. Benj. McCullough has been appointed Major in the new Infantry Regiments. Montgomery Blair has been appointed Solicitor of the Court of Claims. No Brigadier General has been confirmed.

☞ We understand the Commissioners of the Bank of Clarendon have ordered the plates for making the notes. Let us have the Bank in operation as soon as possible. *Fay. Caro.*

GONE SOUTH. John Mitchel and family have left New York for Charleston, with the view of making the South ther permanent residence.

To make a blockhead pass for a wit, bestow upon him a fortune of ten thousand a year. There is some thing in the voice of doubloons that commands attention in the best regulated families.

RELIGIOUS TOLERATION IN MASSACHUSETTS. The Boston Bee of Thursday says:

"In the house, yesterday, on motion of Carey, of Ipswich, an order was passed instructing the Committee on Constitutional Amendments to reports a bill to prevent Roman Catholics from holding an office under the government of the State, of Massachusetts."

How strangely this sounds side by side with the following extract from a letter written by George Washington:

"If I could have entertained the slightest apprehension that the Constitution framed in the Convention where I had the honor to preside might possibly endanger the religious rights of any ecclesiastical society, certainly I would never have placed my signature to it.

MARRIED,

In Ashboro', on the 26th ult., by Rev. Dr. Colton, Mr. Junius A. Alston, of Chatham, and Miss Fanny A. Hamlin.

In Chatham, on the 27th ult., by Rev. O. F. Omsted, Mr. Geo. W. Fooshee, of Moore, and Miss Susan O. Stedman.

On the 6th Feb'y, at the residence of Col. F. T. Leak, near Salem, Tippah Co., Miss., Robert Mayo, Esq., of La Grange, Tenn., to Miss Margaret L. Locke; and Charles C. Terry, of Richmond Co., N. C., to Miss Harriet M. Leak.

DIED,

In this City, on Thursday night last, Mrs. Sarah Palmer, wife of Mr. Charles W. Palmer. The deceased has left an infant child. She was an affectionate daughter and wife; and her death is deeply mourned by her relatives and friends.

Recently, in Currituck county, Willis Bray, Esq., in the 53d year of his age.

In Wake county, on the 25d ult., Mrs. Priscilla Womble, aged about 72 years.

At her husband's residence, in Craven county, N. C., on the 1st inst., Mrs. Mary E. Latham, wife of Mr. Augustus Latham and daughter of Elder Henry Smith, aged about 30 years.

Thus has fallen another of the lovely ones of earth—a devoted wife, an affectionate mother, a dutiful child, an excellent neighbor and a kind mistress.

She was mild and lovely,
Gentle as the summer breeze,
Pleasant as the air of even,
When it floats among the trees. [COM.

THE MARKETS.

NORFOLK MARKET.

REPORTED FOR THE "NORTH-CAROLINA STANDARD,"
BY A. M. M'PHEETERS & CO.,
Wholesale Grocers, Forwarding & Commission Merchants.
NORFOLK, March, 3d, 1855.

BACON—N. C. and Va. hog round, 9½ @ 10; Western Sides 8¼ @ 8½; Western Shoulders, 7¾ @ 8¼.
CORN—Mixed, 78; White, 80 @ 81; Yellow, 85.
COTTON—fair to prime, 8 @ 8½.
COFFEE—Old Government Java, 14 @ 15; Laguari, 11½ @ 12; Rio, 10½ @ 11.
CANDLES—"Judd's" Sperm 40 @ 45; Other do 30 @ 35; Adamantine, 24 @ 26; Mould, 16 @ 16½.
FLOUR—Superfine, 9⅝ @ 9½; Extra, $10; Family, 10 50 @ 11 00.
HAY—Northern, 1 30 @ 1 37.
LARD—N. C. & Va. No. 1 10½.
LIME—Washington City, 1 31 @ 1 37; Thomaston, 1 15 @ 1 20.
MOLASSES—Cuba, Hhds. 25 @ 26; N. Orl. new Crop, in Bbls. 30 to 31.
MANURES—Peruvian Guano 46 00 @ 48 50; Mexican do., 25 00 @ 33 00; Sup. Phosphate Lime 46 50 48 00; Burnt Oyster Shell per bush. 20.
NAVAL STORES—Tar 2 00 @ 2 25; Soft Turpentine 2 75; Rosin, common 1 37 @ 1 50; do., No. 1 and 2 1 75 @ 2 50; Spirits Turpentine 40 @ 42.
PEAS—Black Eyed 95; Clay, in demand 80 @ 82½; Black, do., 75 @ 80.
SUGARS.—N. O. and Porto Rico, 5¾ @ 6½; Refined, Crushed 9 @ 9½; Refined, A. B & C. 6¾ @ 8.
SOAP—Various qualities 4½ @ 6½.
SALT—Liverpool fine 1 70 @ 1 75; do., Ground Alum 1 37 @ 1 40.
STAVES—R. O. Hhd., 37; W. O. Hhd., 50; do., Pipes 60 @ 65; do., Heading 52 @ 55.
WHITE BEANS, 1 40 @ 1 50.

FAYETTEVILLE MARKET.

March 3, 1855.

We report a dull week for trade. The produce market presents no changes of importance.
BACON—Supply good.
CORN is wanted at $1 to $1 05.
COTTON market depressed, with downward tendency.
FLOUR—supply light—prices unchanged.
Sales of SPIRITS TURPENTINE at 53 cents per gallon—market steady—demand limited. Raw do. none offering but scrape, which commands $1 10. *Caro.*

No. 2. SPRING, 1855. No. 12.
Bollingbrook St. *Sycamore St.*

MUIR & STEVENS,

IMPORTERS AND DEALERS IN CHINA, GLASS, Earthenware, Looking Glasses, Britannia and Plated Ware, Fancy Goods, &c., corner of Bollingbrook and Sycamore streets, Petersburg, Virginia.

The subscribers are now receiving from Europe of their own importation, per ships Isaac Wright, Underwrighter, Wyoming, Constantine and Driver, a very large Stock of Goods, comprising all articles usually found in establishments of their kind. Among which are—

French and English China Dinner and Tea Sets, some very fine and of rare pattern and style; also, White Granite and Printed Dinner and Tea Sets.

French and English China, White Granite, Printed, Willow, Marble, Flowing Blue, Mulberry, Colored and Edged Plates and Dishes, China, Lava, Iron Stone, White Granite, Lustre, Marble, Hunting, Pearl, Colored Diped and other styles of Pitchers, Basins and Ewers, Bowls, Mugs, Coffee and Tea Pots of all descriptions.

Glass Ware (of all styles,) embracing Goblets, Tumblers, Wine Glasses, Decanters, Salvers, Nappies, Bowls, Celeries, Pitchers, Salts, Vinegars, Peppers, Mustards, Spoon Glasses, Finger Bowls Lamps, Flower and Lamp Shades, Sugars, Colognes, Butter Bottles, Julep Tubes, Curtain Pins, Cup Plates, Paper Weights, Syrup Bottles, Candlesticks, Jars, &c.

Looking Glasses.—Fine French Plated Mirrors, Gilt and Mahogany Frame do., Swing, Ring and Pocket do.

Britannia and Plated Ware, Tea Ware, Coffees, Pitchers, Lamps and Castors.

Stone Ware of all descriptions; Waiters, Fancy Goods, &c., to which they respectfully invite the attention of the North Carolina and Virginia merchants and the public generally, feeling confident that they are prepared to offer great inducements, both in quality of goods and price. They are determined to sell as low as any house North or South.

MUIR & STEVENS.

March 2, 1855. 30—2m.

N. B.—Particular attention paid to packing.

STATE OF NORTH CAROLINA, JOHNSTON County, in Equity, Fall Term, 1855. Thomas White vs Bedy White.

It appearing to the satisfaction of the Court that the defendant in the case cannot be found, it is ordered that publication be made for three months in two newspapers for her to appear at the next Term of the Court, or the Petition will be heard *ex parte.*

Witness, W. H. MORNING, C. & M.
December 1, 1854. 1058—3m.

First Premium Blank Books.

JNO. B. EGE,

(Sycamore St., Petersburg, Va., next to Pannill & Sons.)

HAS CONSTANTLY ON HAND, OF HIS OWN MANufacture, and makes to order all sizes, styles and prices of Ledgers, Journals, Blotters, Cash, Railroad, Bank books, &c., &c.

Neatly ruled to any pattern, having an improved ruling machine; and having obtained the *first prize* at the Fair of the Union Agricultural Society of Virginia and North Carolina, would solicit a continuance of the generous patronage heretofore extended to him.

Call and examine.

☞ Northern prices.

Petersburg, March 2, 1855. 30—tf.

LATE PUBLICATIONS.—NELLY BRACKEN, A tale of forty years ago, by Annie Chambers Bradford.
Pride and Prejudice, a novel by Miss Austen, author of "Sense and Sensibility," "Emma," "Persuasion," &c., &c.
The Pride of Life, by Lady Scott.
Amabel, a family history, by Elizabeth Wormerly.
The Sons of the Sires.
Paul and Julia, by J. C. Pitrat.
The Singers Companion.
Illustrations of Genius in some of its relations to culture and Society by Henry Giles. For sale by
W. L. POMEROY.
March 5, 1855. 30—

NOTES ON DUELS AND DUELING, ALPHABETIcally arranged, with a preliminary historical essay.
For sale by W. L. POMEROY.
March 5, 1855. 30—

LIST OF LETTERS

Remaining in the Post Office, at Raleigh, March 1, 1855.

A.	Harriss, Robt	Co., 2
Avery, G H.	Hutchings, Wm J	Perry, Mrs Ann
Allen, Christopher	Harrison, Richard	Parham, Thompson
Allen, John S 2	Hill, G	Philpot, Grandson
Atkins, Miss Eliz	Horton, Mrs Lucy J	Partin, Mrs Susan
Abbott, L W	Harwood, Mrs Ann	Pleasant, N A
Alford, H H	Harding, R R & D C	Pullen, John W
B.	Hamill, W P	Pertle, R S
Banks, G J	Hornaday, Isaiah	Perry, Mrs Nancy
Buffalo, B B	Hoggin, J A	Palmer, Russell
Bashford, Thomas	Hines, P G	Pullen, Nancy
Biggs, H	Halyburton, R	Pullen, Wm
Brown, J B	Hill, Nelson	Pennington, Chas
Burrows, Mrs M	Howard, Miss M W	Pond, Thomas
Bingham, L A 2	Holt, Jos C	R.
Brankly, Thomas	Hill, Miss Lucy A	Rogers, Miss R
Boon, James	Haughey, Jas	Rives, Miss S
Barham, Willie	Hall, Jas	Ray, P P
Brown, Miss M R	J.	Russell, Miss Nancy
Bason, W F 2	Jones, W M	Reils, C
Brooks, E	Jones, Miss Mary C	Rander, Jas
Baker, Miss L	Johnson, Jerry	Rollins, Robt
Barlow, Miss A E	Jackson, W M	Riddle, Miss Mary
Blake, M	Joyner Jas	Ride, Wm & Co
Baugh, Calvin	Jordon, Miss C 3	Rand, Madison
Beckwith, J B	Johnson, Wm	S.
Brockway, Chas	Jordon, Miss R	Seigle, M
Bradley, Miss R G	Jackson, Geo A E 4	Strain, John
Baker, S S	Jones, John H	Sturdivant, Robt B
Bridgers, Eliz	Jones, Miss Mary	Stedman, Wm C
Brackett, Ed	Jones, Miss C	Sturdivant, B
C.	Johns, Stephen	Sorrell, Matthew
Candler, W G	K.	Scott, E
Curfinan, John F	King, Warren	Swift, J M
Campbell, Wm	Keeth, Presley	Stanly, Jacob
Coxel, Jas F	Keeth, George	Snow, Jack
Clayton, L T	Keeth, George E	Snow, L
Colclaugh, John	King, John	Selby, J L
Cummings, R S	L.	Smith, Henry
Carter, Jordon	Leguir, Mrs M	Saper, P H
Clements, A K	Lumley, T J	Shaub, Miss S
Chapter, Sect Grand	L'Engle, F F	Shepherd, Geo W
Cooley Ed	Langdon, W J 3	Stephenson, Geo L
Cooper, Ed	Lockwood, Miss C	Sweany, J L
D.	Lumsden, E	Stone, H
Denson, Jane	Lindley, Joshua	Shaw, Clem E
Dickson, Miss Anna	Lancaster, Jas J	Smith, N B
Devereaux, Wm P	Langston, Eliza	Smith, Robt J
Dyer, T A & Co	M.	Scretz, Johanea
Dodd, Orren L	McCullers, Miss M	T.
E.	Mullen, W H	Taylor, John
Earle, J	McKimmon, J A	Tabscot, Wm
Eaton, Campbell	Murphy, Miss A	Turner & Jones
Ellen, Ridley	McCullers, E S	Toon, Miss P A
Ellington, J F	Marriott, R T	Travillian, Thos
Evans, J D	May, Miss Helen	Taylor, Miss Sue
Eastwood, J M	McRay, Miss N C	Tadlock, Wm
Evans, Mrs Lucy	McDaniel, Miss S	Taylor, John B
Earp, Mrs M	Mitchell, Nathanie	V.
F.	McLean, Susannah	Vandergrif, H
Frazer, Alexander 2	Mears, Cecelia	Y.
Freeman, Shedrick	Machael, Jno C	Young, S A
Fonert, John D	McCullers, J S 2	Young, Sam D
Ferrill, J J	Mitchell, Jackson	W.
Furniss, Wm	McGrath, Thomas	Wilson, T L
G.	Molett, E	Wray, James
Gaylord, E S S	Marsh, Mary Ann 2	Williams, Miss E
Gilliam, Robt B	Martin, John	Woodard, Wm A
Gooden, Miss M	McCraw, Francis	Wait, Capt
Gas Co., Pres't of	McConnell, John	Walker, Jos
Gardner, S M	Morgan E	Wheeler, Miss S
Gordon, F	Mills, Mrs L	White, Mrs Mary
Gaines, R S	Miller, T J D	Woolworth, C C 2
Godwin, George L	Miller, Thomas	Williams, Miss S H
Griffin, Miss R	McCafferty, Jno P	Woodard, A J
H.	N.	Womble, John
Harrod, Miss Delia	Norcott, Miss M	Wolf, John
Hall, W	Nixon, Miss Mary	Williams, Miss V A
Hendon, Isham	O.	Weaver, Miss E
Hatch, H H	Oviatt, W D	Wiggans, Penny
Hodge, George L	Otey, Chloe	Wilson, Arthur
Holt, Gen. Jos S	P.	Whitaker, S H
Harriss, Wm H	Parrish, Boykin &	

Persons calling for any of the above letters will please say they are advertised. WM. WHITE, P. M.
RaleighMarch 5, 1855. 1067—w3w.

IMPORTANT SALE OF MERCHANDIZE.—The subscribers having duly qualified as Administrators on the estate of B. B. Smith, dec'd., will, on Wednesday 14th of March next, offer for sale at the Store-house, lately occupied by the said B. B. Smith, dec'd., in the City of Raleigh, a very large assortment of new Goods bought last Fall.

A very large and extensive assortment of Ready-made clothing, Hats, Boots and Shoes, and every thing to be found in a first class city store.

It will be to the benefit of Merchants to attend at said sale instead of going North, as there is a good assortment of Merchandize of all kinds.

Terms of sale: Six months credit with bond and approved security.

JOHN HUTCHINS, } Administrators.
JOHN BUFFALOE, }

NOTICE.—THE SUBSCRIBERS HAVING BEEN AT February Term, 1855, of Wake Court, duly qualified as Administrators on the estate of B. B. Smith, dec'd., hereby give notice to all persons having debts, claims or demands against said B. B. Smith, dec'd., to present the same for payment within the time prescribed by law, otherwise this notice will be plead in bar of their recovery; and all persons indebted to the estate are notified to make payment immediately.

JOHN HUTCHINS, } Adm'rs.
JOHN BUFFALOE, }

Raleigh, February 20, 1855. 27—td.

TO WORKMEN AND CONTRACTORS.

WRITTEN PROPOSALS WILL BE RECEIVED by the Board of Public Buildings for building a wing to the Executive Mansion, and making other repairs to the same. Also, for repairing the out-houses, and fencing around the premises, pursuant to a Resolution passed by the General Assembly.

A plan of the addition to the house and particulars of work to be done can be seen by any one desiring the same, at the Governor's office.

March 2, 1855. 29—4t.

THE SECOND NUMBER OF JONES' EQUITY. For sale at W. L. Pomeroy's. Subscribers will settle with him for that number.

E. C. JONES, Rep.

March 5, 1855. 30—1t.

BY AUTHORITY.

LAWS OF THE UNITED STATES.

Passed at the first session of the Thirty-third Congress of the United States.

For continuing the collection and for publishing the statistics and other information authorized by the act of third of March, eighteen hundred and forty-seven, and subsequent acts, twenty thousand nine hundred dollars

Sec. 2. *And be it further enacted,* That no existing provisions of law, prescribing the manner in which payment shall be made to Indians, shall be so construed as to repeal or contravene the seventeenth section of an act entitled "An act to regulate trade and intercourse with the Indian tribes, and to preserve peace on the frontiers," approved June thirtieth, eighteen hundred and thirty-four, or to prohibit the payment of any claim or claims (other than those of agents or attorneys for claims) for *bona fide* services rendered within or upon any Indian territory, to any Indian tribe for medical or manual services, or in cases of humanity, where the President may adjudge such service necessary and the claim or claims therefore just and reasonable

For defraying the expenses of continuing the removal and subsistence of Indians in California, three military reservations, in accordance with the plan submitted by the Superintendent of Indian Affairs of that State, and approved by the President, the sum of two hundred thousand dollars: *Provided,* That, hereafter, no more than twenty thousand dollars shall be drawn by the superintendent, or be in his hands unexpended at one and the same time: *And provided,* The sub-agents created by this act shall be appointed by the superintendent, subject to confirmation by the Secretary of the Interior not to exceed one for each reservation, nor three in all, said reservation to contain not less than five nor more than ten thousand acres; and the said superintendent is authorized to apply, out of the sum hereby appropriated, not exceeding twenty-five thousand dollars, to the extinguishment of conflicting titles and rights to said reserved lands, at a price not exceeding one dollar and twenty-five cents per acre, for a valid and defeasible title to the land so purchased: *And provided,* The State of California shall cede the necessary jurisdiction in such cases with regard to the land so purchased

For general incidental expenses of the Indian service in California, embracing expenses of travel of the superintendent and agent, etc., twenty-five thousand dollars

For payment to David Carter, as an emigrant, of the amount of his improvements, valued under the treaty with the Cherokees, in eighteen hundred and twenty-eight, in pursuance of the sixth article thereof, two thousand eight hundred and twenty-six dollars and fifty cents

For payment to A. V. Brown and others, Chickasaw traders, for ransom of George W. and Meredith Wilson from the Comanche Indians, and to reward the services of persons engaged in that service, one thousand dollars

To enable the President to negotiate a treaty with the Indians in Michigan, and to change the terms of existing treaties, ten thousand dollars

Sec. 4. [3.] *And be it further enacted,* That the Secretary of the Interior be, and he is hereby, authorized, if, in his judgment, the public interest will be promoted thereby, to cause to be disbursed such of the moneys appropriated in this act for the Utah Indians, either under treaty stipulations, or for general incidental expenses, by the Indian Agent in that Territory, as he may think proper: *Provided,* That said agent shall, under no circumstances, receive any additional compensation therefor

Sec. 5. [4.] *And be it further enacted,* That the President be, and he is hereby, authorized and required to cause to be fulfilled the stipulations of the ninth and tenth articles of the treaty with the Sacs and Foxes, and other tribes of Indians, concluded on the fifteenth of July, one thousand eight hundred and thirty, by causing said reserved tracts to be surveyed and allotted to the persons properly entitled to the same, in fee simple, in such manner and under such rules and regulations as he may prescribe; and to defray the expenses of the same, there be, and is hereby, appropriated the sum of ten thousand nine hundred and twenty-two dollars and twenty-nine cents

Sec. 6. [5.] *And be it further enacted,* That the President of the United States be, and he is hereby, authorized, by and with the advice and consent of the Senate, to appoint two Indian Agents for the Indians east of the Rocky Mountains, in addition to the eleven provided for by the fourth section of the act entitled "An act making appropriations for the current and contingent expenses of the Indian Department," etc., approved February twenty seventh, eighteen hundred and fifty-one; one Indian Agent for the Indians in the Territory of New Mexico, in addition to the four provided for by the fifth section of the same act; and such number of Indian Agents, not exceeding three, as he may deem expedient for the Indian tribes in the Territory of Washington

Sec. 7. [6.] *And be it further enacted,* That the agents appointed under the provisions of the sixth section of this act, shall, before entering upon the duties of their respective offices, give bond in such penalties, and with such conditions and such security, as the President or Secretary of the Interior may require. They shall hold their offices, respectively, for the terms of four years, and shall receive an annual salary of one thousand five hundred dollars each

Sec. 8. [7.] *And be it further enacted,* That to such Cherokees as were omitted in the census taken by D. W. Siler, but who were included and paid under the act of July, eighteen hundred and forty-eight, the Commissioner of Indian Affairs be authorized to pay them the same per capita allowance that was paid the other Indians under that distribution, provided the commissioner shall be satisfied that they ought to be included in said per capita distribution, and that the sum of five thousand dollars be appropriated for that purpose

Sec. 10. [8.] *And be it further enacted,* That to enable the Secretary of the Interior to settle and pay the award of commissioners on file for reservations, pre-emptions, and for rents and improvements under the twelfth, thirteenth, and sixteenth articles of the Cherokee Treaty, of twenty-ninth December, eighteen hundred and thirty-five, in pursuance of the stipulations of the third article of the treaty of August eight, [sixth] eighteen hundred and forty-six, the sum heretofore appropriated for those purposes and carried to the surplus fund, is hereby reappropriated

Sec. 11. [9.] *And be it further enacted,* That the Secretary of the Interior be authorized and required to investigate the claim of the Brotherton tribe of Indians against the United States, and report the facts to Congress at its next session, or earlier if practicable, together with an estimate for such amount as may be found justly due the said Indians

Approved, July 31, 1854

Chap. CLXXXVIII.—An Act to provide for the accommodation of the Courts of the United States in the District of Massachusetts, and in the Cities of New York and Philadelphia.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the President of the United States be, and he hereby is, authorized and empowered to provide necessary accommodations for the Courts of the United States, and the officers connected with them, in the District of Massachusetts, and in the cities of New York and Philadelphia, by fitting up and leasing the same until permanent accommodations can be provided as hereinafter proposed

Sec. 2. *And be it further enacted,* That the President be authorized to cause to be procured, by purchase or otherwise, suitable sites for buildings, to be used as court-houses and post-offices, in the cities of Boston, New York, and Philadelphia; and that he prepare and submit to Congress, at as early a day as practicable, plans and estimates for the same, together with any contract or contracts he may make for any such site or sites which contract or contracts shall be conditional and made subject to the approval of Congress

Approved, August 2, 1854

Chap. CLXXXIX.—An Act to establish a Port of Delivery at Lake Port on Lake Pontchartrain and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there be and hereby is established at the terminus of the Jefferson and Lake Pontchartrain Railway, on Lake Pontchartrain, a port of delivery, to embrace also the lake terminus of the new canal, to be called Lake Port; that a Surveyor shall be appointed to reside thereat; that all ships or vessels bound to said port shall, after proceeding thereto, and making report and entry at the port of New Orleans, within the time limited by law, be permitted to unlade their cargoes at the said port, under the rules and regulations prescribed by law

Sec. 2. *And be it further enacted,* That all vessels about to depart from said port to foreign ports and places, shall be permitted to clear out with their cargoes at the custom-house in the city of New Orleans and depart under the same rules, regulations, and restrictions, and in every respect in the same manner as vessels clearing out and departing for foreign ports and places from the said city of New Orleans by the way of the Mississippi River

Approved, August 2, 1854

Chap. CXCI.—An Act constituting Madison, in the State of Indiana, a Port of Delivery.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That Madison, in the State of Indiana, shall be and is hereby constituted a port of delivery, and shall be subject to the same regulations and restrictions as other ports of delivery in the United States; and there shall be appointed a Surveyor of Customs to reside at said port, who shall, in addition to his own duties, perform the duties and receive the salary and emoluments of surveyor, prescribed by the act of Congress, approved on the second of March, eighteen hundred and thirty-one, providing for the payment of duties on important goods, at certain ports therein mentioned, entitled "An act allowing the duties on foreign merchandise imported into Pittsburg, Wheeling, Cincinnati, Louisville, St. Louis, Nashville, and Natchez, to be secured and paid at those places;" and the said town of Madison, and the said port of delivery be, and is hereby, annexed to and made a part of the Collection District of New Orleans, and all the facilities and privileges afforded by the said act of Congress of the second of March, eighteen hundred and thirty-one, be and are hereby extended to the said port of Madison

Approved, August 2, 1854

Chap. CXCII.—An Act to constitute Tuscumbia, in the State of Alabama, a Port of Delivery, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That Tuscumbia, in the State of Alabama, shall be and is hereby constituted a port of delivery within the Collection District of New Orleans; and there shall be appointed a Surveyor of Customs, to reside at said port, who shall, in addition to his own duties, perform the duties and receive the salary and emoluments of surveyor, prescribed by the act of Congress, approved on the second of March, eighteen hundred and thirty-one, for importing merchandise into Pittsburg, Wheeling and other places

Sec. 2. *And be it further enacted,* That Paducah, in the State of Kentucky, Shreveport, in the State of Louisiana, and Jeffersonville, in the State of Indiana, shall be, and they are hereby, constituted ports of delivery within the Collection District of New Orleans; and there shall be appointed a Surveyor of Customs to reside at each port, who shall, in addition to their own duties, perform the duties and receive the salary and emoluments of surveyor prescribed by the act of Congress approved on the second of March, eighteen hundred and thirty-one, for importing merchandise into Pittsburg, Wheeling and other places

Approved, August 2, 1854

Chap. CXCIII.—An Act creating a Collection District in Texas and New Mexico.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the county of El Paso in the State of Texas and the Territory of New Mexico be, and they are hereby created a collection district, which shall be called the District of Paso del Norte, and Frontera within said county of El Paso is hereby made a port of entry and delivery for said district

Sec. 2. *And be it further enacted,* That there shall be a Collector of Customs appointed for said district, together with such other officers as are provided for by law. The said collector shall reside at Frontera aforesaid, and he shall be entitled to salary, not exceeding two thousand dollars per annum, including in that sum the fees allowed by law: and the amount he shall collect in any one year for fees, exceeding the sum of two thousand dollars, shall be accounted for and paid into the treasury of the United States

Sec. 3. *And be it further enacted,* That the District Court for the Territory of New Mexico shall have and exercise jurisdiction over all cases which shall arise in the Collection District of Paso del Norte in the administration of the revenue laws, in the same manner, as if the said district was entirely within the Territory of New Mexico

Approved, August 2, 1854

Chap. CXCIV.—An Act making Appropriations for Light-Houses, Light-Boats, Buoys, etc., and providing for the erection and establishment of the same, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following appropriations be, and the same are hereby, made, and directed to be paid out of any money in the treasury not otherwise appropriated, to enable the Secretary of the Treasury to carry the provisions of this act into effect: *Provided, however,* If a good title to any land which it may be necessary to use cannot be obtained on reasonable terms, or the exclusive right to such land cannot be acquired by cession when the interest of the United States demands it, before the appropriation would by law fall into the surplus fund, in any and all such cases, the appropriations shall be applicable to the objects for which they are made, at any time within two years after the first meeting of the legislature, in any State wherein such land may be situated, subsequent to the passage of this act, to wit:

Maine.—For rebuilding light-house and keeper's dwelling on Petit Menan Island, thirty-five thousand dollars

For rebuilding light-house on Baker's Island, five thousand dollars

For rebuilding light-house on Franklin Island, five thousand dollars

For procuring illuminating apparatus, and completing light-house tower and buildings, authorized to be built on Boone Island, nineteen thousand nine hundred and seventy-three dollars

For an iron bell-boat, to be stationed to mark Alden's Rock, five thousand dollars

For fog-signal and dwelling for keeper, near Manheigin Light-House, three thousand five hundred dollars

For harbor-light on or near breakwater at Portland, three thousand five hundred dollars

For completion of beacon on Buck Ledge, Penobscot River, in addition to five hundred dollars already appropriated, two thousand dollars

For restoring the two other stone beacons on Penobscot River, one thousand dollars

For fog-signals on Mount Desert Rock and Matinicus light-houses, five thousand dollars

For buoys for the waters on the coast of Maine, viz: St. Croix River, near the breakwater, Portland, Maine, and for beacons and buoys at other important points in the St. Croix, Kennebeck, and Penobscot Rivers, etc., two thousand dollars

For light on pier-head at Kennebunk Harbor, five hundred dollars

For a light-house to mark the eastern extremity to Edgemoggin Reach, to be placed upon such point as may be determined, upon careful examination and survey, six thousand dollars

For beacons to mark ledges in Castine Harbor, Maine, five thousand dollars

For a beacon on a ledge in St. Croix River, about four miles below the town of Calais, and a light-house upon [illegible] Island, at the mouth of St. Croix River, nine thousand dollars

For a light-house on or near the Widow's Island, at the eastern entrance of Fox Island thoroughfare, five thousand dollars

For a light-house at the entrance of the thoroughfare at Isle au Haute, five thousand dollars

For a light-house on Southern Island, at the entrance of Tenant's Harbor, in the town of St. George, four thousand five hundred dollars

For a light-house at the entrance of Winter Harbor, in Goldsburgh, four thousand five hundred dollars

For the erection of two beacons in West Passamaquoddy Bay, to mark the channel over the bar at the western entrance, three thousand dollars

For a beacon on Harbor Ledge, a spindle on Seal Ledges, a spindle on Ship-Yard Ledge, a spindle on Lowell's Rock, and a buoy on Ram Island Ledge, in Rockport Harbor, Camden, six thousand dollars

For a light-house on Noddle's Island, at the entrance to the harbor of Castine and Brooksville, four thousand five hundred dollars

For a day-mark or beacon on Trott's Ledge, about one mile from the entrance to Castine and Brooksville Harbor, five hundred dollars

For a light-house at Dry Point, on Lineken's Neck, on the westerly side of the Damariscotta River, six thousand dollars

For a light-house on Wood Island, five thousand dollars

Massachusetts.—For continuation of the work on foundation and light-house buildings on the rocks called "Sow and Pigs," thirty thousand dollars

For rebuilding light-house at Gay Head, and fitting it with first order illuminating apparatus, thirty thousand dollars

That the sums appropriated March three, eighteen hundred and fifty-one, and August thirty-one, eighteen hundred and fifty-two, "for iron spindles on the Graves and Harding's Ledges, Boston Harbor," be applied to the procuring and placing a bell and triangle beacons on these points

For the erection of a light house and keeper's dwelling on Egg Rock Island, near Nahant, being the sum appropriated for this object September twenty-eight, eighteen hundred and fifty, five thousand dollars

For the removal of the light-house at Truro, (highlands,) Cape Cod, to a proper site, and for fitting the same with the most approved illuminating apparatus, and to serve as substitute for three lights at Nausett Beach, twenty-five thousand dollars

For the preservation of the site of Billingsgate Island light-house, (Wellfleet,) two thousand dollars

For rebuilding the light-house at Brant's Point, Nantucket, fifteen thousand dollars

For large fog-bells, for light-vessels in the Vineyard Sound, in exchange for the small ones now in use on board of these vessels, one thousand five hundred dollars

For four iron twelve-pounder guns and equipments for fog-signals on board of light-vessels in Vineyard Sound, two thousand dollars

For iron buoys and buoy-boats for approaches to Boston Bay, and on Nantucket Shoals, five thousand dollars

For a light house and keeper's house on or near the Point of Rocks, Westport, Massachusetts, five thousand dollars

For a light-house on the Spit situated at the entrance of the Narrows, Boston Harbor, fifteen thousand dollars

For the erection of a day-beacon, sixty feet high, on Point Alderton Bar, on the south side of the entrance to Light-House Channel, eighteen thousand dollars

For placing buoys in the New Bedford Collection District, on rock at the mouth of Monument River; on Bourne's Flat, at the turn of the channel above Siah's Point; one between the last named and Boure's Neck; one at each of Pismire Bed; one on rock in channel of Dartmouth River; one on Cow Rock Ledge; and one on rock in Phinney's Passage, two thousand dollars

Vermont.—For two small lights to be placed on the pier at Burlington, two thousand dollars

For a fog signal at Juniper Island light-house, Lake Champlain, eight hundred dollars

Rhode Island.—For a new light-house tower and illuminating apparatus on Beaver Tail, and for a fog-signal, fourteen thousand five hundred dollars

For rebuilding the light-house and keeper's dwelling at Watch Hill, and for repairs of sea-wall to preserve the light house site, eight thousand three hundred dollars

For a beacon-light at Bristol Ferry, one thousand five hundred dollars

For a beacon or spindle to mark the reef extending from Block Island, two thousand dollars

Connecticut.—For completing the beaconage and buoyage of the Connecticut River, as authorized by the act of March third, eighteen hundred and fifty-three, five thousand dollars

For a fog-bell at Saybrook light-house, Connecticut, one thousand dollars

For a beacon at Sugar Reef, east entrance of Long Island Sound, two thousand five hundred dollars

For a beacon on Long Point, two thousand five hundred dollars

For a beacon on Sea-Flower Reef, two thousand five hundred dollars

For a fog-signal at or near Lynde Point light-house, eight hundred dollars

For buoys at the eastern extremity of Watch Hill Reef, and on "Whamphasoc," entrance to Stonington Harbor, five hundred dollars

For a light-house at or near Niantic, Long Island Sound, four thousand dollars

For a beacon on Black Ledge, entrance to New London Harbor, two thousand dollars

For a beacon on the Whale, two thousand dollars

For buoys in the harbor of Noank and Mystic, five hundred dollars

For a light-house on Black Point, between the Connecticut River and New London, five thousand dollars

For a harbor-light on the end of the breakwater at Southport, one thousand dollars

For a fog-bell at the North Dumpling light-house, in place of the one now kept at the expense of private companies, eight hundred dollars

New York.—For erecting a first-class sea-coast light-house tower, and fitting it with the most approved illuminating apparatus, near Great West Bay, Long Island, thirty-five thousand dollars

For a fog-signal, with machinery, at Little Gull Island light-house, two thousand five hundred dollars

For a fog-signal at Stony Point light-house, eight hundred dollars

For a beacon-light to mark entrance to Loyd's Harbor, Huntingdon Bay, Long Island, four thousand dollars

For a light-house at or near Race Point, Fisher's Island, Long Island Sound, eight thousand dollars

For a light-house on [illegible] Point, Long Island Sound, four thousand dollars

For a light-house at or near Windmill Point, Lake Champlain, eight thousand dollars

For a small light at north end of Isle au Motte, Lake Champlain, five hundred dollars

For a light-house at or near Crown Point, Lake Champlain, eight thousand dollars

For nine small lights near Whitehall, in place of those at present kept up by steamboat companies, Lake Champlain, four thousand five hundred dollars

For buoys for the following points in Lake Champlain, viz: on "Point au Fer Reef," "Perry's Reef," near "Valcour Island," on "Ferris's Reef," and on "Schuyler's Island Reef," seven hundred dollars

For buoys in Long Island Sound, at the following points, viz: Hay Beach Flats, Great Hog Neck, South Hole, Little Hog Neck, Midway Bar, entrance of channel at River Head, Shelter Island Ferry, at Neckoll's Rocks, between Rum Head and Mishomac Point, at a shoal east of Gardiner's Point, one thousand three hundred dollars

For an iron bell-buoy on or near Shagwong Reef, five thousand dollars

For an iron-pile beacon on the southern part of the Romer Shoal, New York Bay, twenty-five thousand dollars

New Jersey.—For the continuation of the system of protecting human life from shipwreck, as heretofore established, by life-boats, on the New Jersey coast, twenty thousand dollars

For a first-class light-house, to be fitted with the most approved illuminating apparatus, to be placed in the vicinity of Absecum Inlet, to guide navigators clear of Absecum and Brigantine Shoals, thirty-five thousand dollars

For a bell-buoy and a nun buoy for Absecum Bar, five thousand dollars

For a large buoy or buoy-boat, to be placed on the southwest point of the overfalls, Delaware Bay, one thousand dollars

For a first-class iron buoy, to be placed on the northeast part of Five Fathom Bank, eight hundred dollars

Delaware.—Towards the erection of a light-house at Cross Ledge, in place of the light-vessel at present at that point, thirty thousand dollars

For a first-class iron buoy, to be placed on McCrie's Shoal, mouth of Delaware Bay, eight hundred dollars

For a beacon-light on the pier at Fort Penn, Delaware Bay, seven hundred and fifty dollars

For a beacon-light on Reedy Point, Delaware Bay, three thousand dollars

For refitting Cape Henlopen light-house with first order illuminating apparatus, fifteen thousand dollars

For a light-house on or near Ship John Shoals, Delaware Bay, thirty thousand dollars

For a fog-signal, to be placed at the Delaware Breakwater light-house, eight hundred dollars

For a fog-signal, to be placed at the Reedy Island light-house, eight hundred dollars

For banking in Reedy Island and preserving the site of the light-house, one thousand eight hundred and fifteen dollars

For a large iron bell-buoy, to be placed on or near Fenwick Island Shoal, five thousand dollars

For a light-house on Bower's Beach, between Murder Kill and Jones's Creeks, Delaware Bay, five thousand dollars

For a light-house at or near the mouth of Old Duck Creek, on the west side of Delaware Bay, five thousand dollars

Maryland.—For a light-house on or near the "Seven-Foot Knoll," at the mouth of the Patapsco River, in addition to the appropriations approved September twenty-eight, eighteen hundred and fifty, and March three, eighteen hundred and fifty-one, thirteen thousand five hundred dollars

For a light-house on Sandy Point, Chesapeake Bay, eight thousand dollars

For a light-house on Drum Point, entrance of Patuxent River, five thousand dollars

For a light-house on Love Point, or the extremity of the shoal, (the northern extremity of Kent Island,) mouth of Chester River, Maryland, fifteen thousand dollars

For buoys and stakes at the following points in the Great Choptank River, viz: at Jamaica Shoals, Sugar Loaf, Hambrook, and Middle Ground, near mouth of the river, one thousand dollars

Virginia.—For a light-house on Smith's Point Shoal, mouth of Potomac River, in place of the light-house on Smith's Point, and the light-vessel at present placed to mark the extremity of the shoal, twenty-five thousand dollars

For a light-house half way between Cape Henry and Body's Island light-house, and on or near False Cape Henry, twenty-five thousand dollars

For a light on or near York Spit, Chesapeake Bay, fifteen thousand dollars

For buoys at Green Point and Sandy Point, in York River, five hundred dollars

For a light-house on the shoals off Cherrystone, or on Sandy Point, to mark the entrance to Cherrystone Harbor, ten thousand dollars

For buoys or stakes, to be placed in the Chesapeake Bay, on the following points, viz: Fisherman's, Pickett's Hole, Cherrystone, Pocomoke Flats, Hunting Creek, Deep Creek, Chesconnessex, Onancock, Pungoteague, Nassawadox, The Gulf, New Point Comfort, Deankatank River, Great Wicomico River, Rappahannock River, Drum Point Spit, near Stingray Point, and near Smith's Point light-vessel, two thousand three hundred

For buoys and stakes in the Potomac River, between Alexandria and Georgetown, two hundred dollars

For a light-house on such point as may be determined upon, after careful examination and survey, to mark the entrance to the Cone and Yeocomico Rivers from the Potomac, five thousand dollars

For forty-three buoys, for buoying the Kettle Bottoms, and completing the buoyage of the Potomac River from its mouth to the port of Alexandria, three thousand dollars

For buoys to be placed in suitable places in Matchipungo Bay and its tributaries, one thousand dollars

For a small light on the wharf of the Naval Hospital at Norfolk, five hundred dollars

For a fog-bell, to be placed near the light house at Old Point Comfort, and for a small light on the Inner Spit, to mark the entrance to the anchorage off Old Point Comfort, one thousand five hundred dollars

For a small pile light-house on the extremity of the shoal making out from Stingray Point, mouth of the Rappahannock River, twelve thousand dollars

North Carolina.—For a pile light-house on or near Wade's Point, in place of light-vessel at that point, which cannot be repaired, ten thousand dollars

For a small beacon-light, to range with the main light, near Fort Macon, Beaufort, North Carolina, one thousand dollars

For a small beacon-light on or near the point of Cape Hatteras, one thousand five hundred dollars

For a small beacon-light on Federal Point, Cape Fear, to range with the light house on that point, and to be a substitute for the light-vessel on Horse Shoe Shoal, eight hundred dollars

For buoys and stakes for Albemarle, Pamlico, Core, and Croatan Sounds, Neuse River, Pamlico River, Roanoke River, and the straits from Core Sound to Beaufort, two thousand six hundred and forty dollars

For a light-house on Roanoke Marshes, ten thousand dollars

For a pile light-house on the northwest point of Royal Shoal, ten thousand dollars

South Carolina.—For erecting a permanent beacon, to range with Charleston light, for crossing the bar, as a substitute for the present movable lantern, one thousand dollars

For rebuilding the two beacons on Sullivan's Island, and for building a keeper's house, six thousand dollars

For a small beacon-light on Fort Sumpter, Charleston Harbor, one thousand dollars

For a light on the Battery, at Charleston, two thousand dollars

For a small light on Castle Pinckey, to mark the channels from the bar to the city, and up the Cooper River, one thousand five hundred dollars

For a light-house to mark the shoals off Cape Roman, in place of the present light at that locality, and for buoys to mark the inner channels, called the "Slue," in addition to the appropriation of March three, eighteen hundred and fifty-three, for changing the present light at Cape Roman, thirty thousand dollars

For a light-house and beacon-light on the main land, at North Edisto, fifteen thousand dollars

For buoys in North Edisto Inlet and approaches, five hundred dollars

For a light-house and beacon-light on the north point of Hunting Island, to serve as a seacoast light, and range for the Swash Channel, in place of the light-vessel at present stationed off St. Helena, and for repairing and placing that vessel at Combakee Bank, thirty thousand dollars

For a day-beacon or buoy in St. Helena Sound, eight hundred dollars

For a first class light-vessel, to take the place of the present inefficient one stationed at Martin's Industry, and for repairing the present vessel, (after the larger vessel is built) and placing it at or near the entrance to Calibogue Sound, thirty thousand dollars

For a light-house and beacon-light on or near Hilton Head, to guide to Port Royal Harbor entrance, ten thousand dollars

For five iron buoys for Port Royal Harbor, one thousand five hundred dollars

For buoys for St. Helena Bar, one thousand five hundred dollars

For two beacons, to serve as a range to Calibogue Sound, five thousand dollars

Georgia.—For iron buoys and day-beacons for Tybee Bar and Savannah River, ten thousand dollars

For iron buoys for the Altamaha Sound and River, five thousand dollars

For iron buoys for St. Catharine's Sound and Inlet, Sapelo and Doboy Bars and Sounds, and the channels leading through them, and at the south bar of Cumberland Sound, five thousand dollars

For iron buoys to be placed in the St. Mary's and St. Andrew's Bays, two thousand dollars

Florida.—For the erection of a light-house and beacon-light, to serve as a range for the channel across the bar in place of the present light-house at the mouth of St. John's River, in addition to the balance of the appropriation, approved August thirty-first, eighteen hundred and fifty-two, for the preservation of the site, which is hereby made applicable to the same objects, fifteen thousand dollars

For rebuilding on a proper site, and elevating and refitting with the most approved illuminating apparatus, the light-house at Pensacola, twenty-five thousand dollars

For buoys for the St. John's Bar and River, two thousand dollars

For elevating and fitting with the most approved illuminating apparatus the light-house tower at Cape Florida, fifteen thousand dollars

For completing the beacon on Rebecca Shoals, five thousand dollars

For iron buoys for Key West Harbor and approaches, one thousand five hundred dollars

For a small beacon-light near or on Fort McRea, Pensacola, one thousand dollars

For two large iron buoys for Pensacola Bar, one thousand dollars

For day-beacons and buoys, to mark the channels in Apalachicola Bay and St. George's Sound, from Dog Island light-house, three thousand five hundred dollars

For buoys to mark the bar of the north-west channel of and in Tampa Bay, one thousand dollars

For a light-house on South-West Cape, west side of Apalachee Bay, fifteen thousand dollars

(To be continued.)

NOTICE.—WILL BE SOLD IN THE CITY OF Raleigh at the Court House door, for cash, on Monday, 19th March next, five negroes—man Jacob, woman Viney, girl Francis, girl Viney, and girl Minerva. Also, on the same day the following lands: Two thousand acres of land on Lumber River in Cumberland and Richmond Counties; two hundred and seventeen acres in Richmond Co., Laurel Hill District, two thousand nine hundred and sixteen acres adjoining the lands of Duncan K. Mouroe, and others, in Richmond county, Laurel Hill District, levied on as the property of Daniel McLain, Neill McLain, William McLain and John Fairly, to satisfy an execution in my hands issuing from the Circuit Court of the United States for the District of North Carolina. Also, at the same time and place, and on the same terms, to-wit: Five hundred and forty acres of land in Richmond County, Laurel Hill District. Also, two thousand nine hundred and sixteen acres in Laurel Hill District, Richmond County, levied on to satisfy an execution in my hands issuing from the Circuit Court of the United States for the District of North Carolina, against Simeon McLain, Ferdinand McLain, Duncan K. Monroe and John Fairly, both Executions in favor of the Merchant's Bank of South Carolina.

WESLEY JONES,
U. S. Marshal Dist. N. C.

Raleigh, Jan. 12, 1855. 16—wtd.

AT COST, RICH PLAID AND BROCADE SILKS, French Cashmeres and DeLanes, White Crape Shawls and Emb. Hdkfs.

H. L. EVANS.

Raleigh, Dec. 8, 1854.

AT COST, RICH PLAID AND FIGURED BONNET Ribbons, Silk and Cloth Cloaks and Mantillas, Silk, Straw and Leghorn Bonnets.

No. 29, Cheap place.

H. L. EVANS.

Dec. 8, 1854. 5—

AT COST, MENS AND BOYS CLOTH CAPS, READY made clothing, a small lot of Carpeting, &c.

Call and take a look.

Next door to R. Smith's corner.

H. L. EVANS.

Dec. 8, 1854. 5—

☞ Spirit of the Age copy.

NOTICE.

THE SUBSCRIBER HAVING QUALIFIED AS ADministrator on the estate of Robert W. Palmer, dec'd., at Feb. Term, 1855, of Chatham County Court, gives notice to all persons indebted to said estate to come forward and make immediate payment, and those having claims against said estate to present them in a legal form within the time prescribed by law, or this notice will be plead in bar of a recovery.

FURTHER NOTICE.—WILL BE SOLD AT THE late residence of the dec'd., in Chatham County, one mile south of the gulf on Deep River, on the 8th day of March next, all the perishable property belonging to said estate, consisting of Horses, Mules, Cattle, Hogs, &c., Household and Kitchen furniture, farming utensils, a quantity of Corn, Wheat, Hay, Straw, Shucks, two Waggons and gear, one Ox Cart, one Carriage and harness, one Buggy and harness, one Cotton Gin, one sett Smith's tools, and a great many other articles too tedious to enumerate; and in addition to the above seventeen likely Negroes—men, women, boys, girls and children—in said lot of negroes there is a good farm blacksmith, three young fellows good drivers. The women are good cooks, washers and ironers, and the girls are good house servants. Any persons wishing to supply themselves with good negroes will not meet with a better opportunity than the present.

Six months credit will be given the purchasers giving bond with two approved securities. Terms made more fully known on the day of sale. Given under my hand, Feb. 15, 1855.

G. W. GOLDSTON, Adm'r.

Feb. 16, 1855. 26—3tld.

THE NORTH CAROLINA ARATOR.—THE UNDERSIGNED proposes to publish a journal, in the City of Raleigh, to be devoted to the great interests of the Farmers and Mechanics of North Carolina, under the above title. It will be issued monthly, in a neat and convenient form for reading and preservation, at one dollar per annum, *payable in advance.*

A leading object of the ARATOR will be to select from the numerous periodicals of the country whatever may be deemed solid and good, well suited to our section, and calculated to aid our Farmers and Mechanics in the march of improvement. The results of experience among our own citizens will also be carefully sought and brought to light, and the contributions of our most enterprising and skillful practical men given to the public, with a summary of general news and the state of the markets.

The true policy and interests of North Carolina will always be our motto: and if the friends of the cause of improvement shall be disposed to favor the enterprise, we respectfully solicit their names, and their aid in procuring subscribers.

Our friends will please forward all the names they can get by the 1st of February, and keep the Prospectus for further efforts. Payment will be required on receipt of the first number, which, if encouraged, will be issued by the 1st of March.

THOS. J. LEMAY.

Raleigh, January 1, 1855. 19—

To the Stockholders of the North-Carolina RAILROAD.

THE LEGISLATURE HAVING AUTHORIZED THE subscription of another million of stock in this Road upon the condition that the Stockholders assent to its being preferred stock, and having amended the charter in other respects, you are hereby requested to meet at the office of the North Carolina Railroad Company, in the town of Greensborough, on Monday the 5th day of March, to pass upon the matter submitted to you by the act of the General Assembly.

It is very important to have a full attendance in person or by proxy.

J. M. MOREHEAD,
Pres. N. C. Railroad.

February 14, 1855. 25—td.

Raleigh and Gaston Railroad.

NOTICE IS HEREBY GIVEN THAT FROM AND after the 30th January, all dues to this Road for freight must be paid at Petersburg or Portsmouth, except on way freight, which must be paid in advance or on delivery of the goods as the case may be.

This arrangement will afford great advantages to our customers by superseding the necessity of their employing more than one forwarding agent between New York and Raleigh, and having their goods or produce subjected to only one handling.

Agents cannot violate the above rule without subjecting themselves to removal.

The greatest care will continue to be taken by the officers and agents of the Company in every department of its business to accommodate the public and promote the interests of its customers.

Whilst the Western merchants are going North a passenger train will leave Raleigh in the afternoon, on the arrival of the train from the West on the N. C. Road, due notice of which will be given.

By order of the Board of Directors.

L. O'B. BRANCH, *President.*

As the Company has two Depots in Raleigh, merchants ordering goods to go up the N. C. Road are requested to have them distinctly marked so that their destination may be known, and they may be loaded to the through Depot from Petersburg or Portsmouth.

Raleigh, Jan. 17, 1855. 16—tf.

New Bakery and Candy Manufactory.

MRS. HARDIE DESIRES TO SAY TO THE public that she has recently employed a superior Baker and Candy Maker. She will keep constantly for sale

Cakes and Candies of great Variety,

and is now prepared to execute orders for cake for dinners and parties. Families and hotels can be supplied with any kind or any quality of desserts.

She will fill orders for Candy at wholesale, and forward it to any part of the State.

Raleigh, Nov. 29, 1854. 3—tf.

NEW STORE.—AT THE OLD STAND OF JOHN PRIMROSE, on Fayetteville street, just above the Market House.

The subscriber has opened a full stock of Dry Goods, Clothing, Jewelry, Groceries, and a general assortment of every thing usually kept in a City Store, which he will sell at wholesale or retail at cost. He is determined to sell, and must and will sell; and those in want of goods or groceries can now get bargains. Call soon, and give me a trial before you buy elsewhere.

MARX. SCHLOSS.

Raleigh, Feb. 2, 1855. 21—tf.

PINEY POINT LINE TO BALTIMORE.
ON SUNDAY OF EACH WEEK.
FARE ONLY $4.

THE PUBLIC ARE HEREBY INFORMED THAT the comfortable Steamer MARYLAND, Captain Chas. E. Mitchell, having been entirely refitted, enlarged and improved in every respect, is now on the route between Petersburg and Baltimore once weekly.

Passengers by this agreeable and economical line will leave Petersburg by the Morning Train on Sunday of each week at 4½ o'clock, A. M., and reach Baltimore in the course of the night, thus securing a connection with the different lines out of Baltimore the following morning in any direction.

Returning, passengers will leave Baltimore on the afternoon of Wednesday of each week, at 5 o'clock, P. M., and arrive at Petersburg, by a special train, at an early hour next evening.

Fare in either direction, $4. Forward Cabin passengers same price, but with meals on board of the steamer Maryland included.

Fare for first class passengers between Baltimore and Philadelphia, by the New Castle and Frenchtown line, $2 50; for second class do. $1 50—making the whole fare from Petersburg to Philadelphia, by this agreeable line, $6 50 only, for the first class passengers, and $5 50 for second class do., including meals for the latter on board the steamer Maryland.

For further particulars, or through tickets, apply at the Office of the Richmond, Petersburg and Potomac Rail Road Company.

RICHARD FURT, Jr., Ticket Agent.

P. S.—Fare to Piney Point, with privilege of returning at any time during the boat season, $4 only.

R. F., Jr., Ticket Agent.

February 27, 1855. 39—tf.

STRAYED.—FROM THE SUBSCRIBER, ON SUNday last, on Middle Creek, Wake Co., from the house of John Jones, a bay Mare, nine or ten years old, her left eye out, and a white spot on the left side of the neck; some white hairs on her rump. A liberal reward will be given to any one who will inform me, by letter or otherwise, where the above described mare is. Address me at Raleigh, N. C.

JOHN JONES.

March 2, 1855. [illegible]

ISAAC PROCTOR, MERCHANT TAILOR, (*Successor to Oliver & Proctor,*) Would respectfully announce to his patrons and the public generally, his return from the Northern cities, and that he is now receiving his Fall and Winter supplies of Cloths, Cassimeres and Vestings, Furnishing Goods and Ready-Made Clothing, which, being bought principally for cash, he is enabled to offer at very low rates.

He has now in store, at the old stand, opposite the Post-Office,

Superfine black, blue, brown, dahlia and other fancy Cloths, of various goods.
Superfine French, English and American Cassimeres, of all prices, plain and fancy.
Superfine Simoni Doeskins, for Pants and Overcoats.
Superfine black Satins and Grenadines.
Plain and figured and fancy silk Vestings.
Fine assortment rich silk Quiltings, for weddings and parties.
Plain and figured Plush Velvets, very rich.

FURNISHING GOODS—A complete assortment, consisting in part of
Superfine plain and fancy dress Shirts.
" 5-ply Collars, large variety.
" Canton Flannel, bleached Drill.
Merino and silk Under-shirts and Drawers.
Silk, cotton and merino plain and fancy Hosiery.
Gloves, very superior kid, black, white and fancy.
Cravats, black and fancy, and a rich assortment for weddings and parties.
Stocks, black, white and fancy, with and without ties.
Suspenders, Dressing Gowns, &c.

In fact everything necessary for a gentleman's complete outfit.

With sincere thanks to his numerous patrons for the liberal encouragement heretofore extended to him, he hopes, by strict attention to their wants, and a determination to please, to merit its continuance.

Gentlemen furnishing their own goods to be manufactured may rely upon receiving the same care and attention as though sold by himself.

The latest Paris and London fashions just received.

Cutting and repairing done promptly at all times.

He will remind those indebted, six months time is allowed to punctual customers. Those in arrears longer than the above time will please call and close their accounts, either by cash or note, and oblige ISAAC PROCTOR.

Raleigh, Oct. 18th, 1853. 97—

THE STATE FAIR!
HARDING'S EXHIBITION!!!

E. L. HARDING WOULD RESPECTFULLY INform those contemplating a visit to the annual Agricultural Fair, to be held in October, that he has selected with immediate reference to their wants and wishes, the *largest* and *most varied* assortment of

READY-MADE CLOTHING

that it has ever been his pleasure to exhibit.

He would, therefore, suggest the two important considerations of *convenience* and *economy,* while they can purchase from a WELL ESTABLISHED CLOTHING EMPORIUM IN RALEIGH, as good garments as can be made to order, at as *low prices* as can be sold elsewhere.

EDWARD L. HARDING,
Fayetteville Street,
Raleigh, N. C.

September 15, 1854. 86—

PROPOSALS FOR A LOAN TO THE COUNTY OF CRAVEN.—In accordance with the provisions of the Act of Assembly incorporating the "Atlantic and North Carolina Railroad Company," the *County of Craven* has subscribed to the Capital Stock of said company, one hundred and fifty thousand dollars.

In order to meet the instalments which may be due, and which may hereafter become due on said subscription, the said County proposes to negotiate a loan or loans, to be secured by the bonds of the County.

By the order directing the issue of said bonds, they will bear interest at the rate of *six per centum per annum,* payable *semi-annually* at the "Merchant's Bank of Newbern," or at the "Fulton Bank of New York," at the option of the holder. These bonds will be redeemable on the first day of July, one thousand eight hundred and seventy-four, and not before, without the consent of the holder. The bonds will be issued with *Coupons* attached, which will render the collection of the interest simple and easy.

The security upon which the said bonds will be based, will be the real estate and taxable polls of the County of Craven. The present assessed *cash value of the real estate* of the county, is one million one hundred and nine thousand eight hundred and twenty-two dollars, and the *number of taxable polls* is three thousand five hundred and eighty-two.

Proposals for said loan will be received, and all other necessary information upon this subject will be furnished by the subscribers, on application to them at Newbern.

GEORGE GREEN, } Agents for
GEO. S. STEVENSON, } Craven County.

Newbern, Sept. 15, 1854.—93—tf Register will please copy

LANDS! LANDS!! LANDS!!!—FOR THE IMMIGRANT AND CAPITALISTS! Persons in search of homes, or investments in Texas, are respectfully invited to our office.

We have, for sale, more than two hundred thousand acres of land, in various parts of the State. Titles guarantied.

Land located, claims against the State or individuals collected and adjusted.

Office on Congress Avenue, City of Austin, Texas.

As we buy land on commission, strangers will find it to their interest to purchase through us.

RAYMOND, FREEMAN & CO.
Real Estate Brokers, Collecting and Land Agents.

October 16, 1854. 94—

PULLEN & BELVIN, DEALERS IN ENGLISH, GERMAN, AND AMERICAN HARDWARE, COACH TRIMMINGS, CROCKERY AND WOOD WARE, CUTLERY, GUNS AND EDGE TOOLS, *Bolting Cloth, &c. &c.* R. SMITH'S CORNER, Raleigh, N. C.—Pocket and Table Knives, Drawing Knives, Adzes, Vices, Halter and Trace Chains, Hammers, Axes, Augars, Anvils, Hinges, Screws, Chisels, Hoes, Spades and Shovels, Iron Ware, wrought cut and spike Nails, Wood Ware, Coach Trimmings, Bolting Cloths, Crockery Ware, and every style of House-keeping articles, and Farmer's and Mechanic's tools.

Raleigh, May 5, 1853. 49—tf.

SPRING STYLE OF HATS FOR 1855.—The subscribers have this day received by the Adams Express Co., Beebe & Co's. Spring Style of Fashionable Hats. For their beauty and lightness please call and examine them.

Also, Warburton's style with corrugated brims. Something new.

W. H. & R. S. TUCKER.

Feb. 2, 1855 22—

Spectacles Adjusted to Defective Sight upon Unerring Scientific Principles by E. Markens, Optician.

H[illegible] well known to the citizens of North Carolina by his frequent visits to Raleigh, as a skilful Optician, informs the public that for a short time only he can be found at Mr. Petersilias Music Store, where he will be happy to attend to all who should desire his services. He is able to aid almost all various defects of sight, as miopia, presbytia, presbytic amblyopia, Cataract, ect. His superior glasses and most beautiful assortment of Spectacles, and their accurate adaptation to the eye are so well known that they require no mentioning. Call soon, as his stay will be very short.

E. MARKENS, *Optician.*
At Petersilias Music Store.

Dec. 11, 1854. 5—

TO THE PUBLIC.—THE SUBSCRIBER, ANTONIO PIZZINI, *Foreign and Domestic Confectioner and Fruit Dealer,* formerly of Richmond, Virginia, has the pleasure of informing the citizens of Raleigh and the adjacent country, that he has opened (three doors below Messrs. W. H. & R. S. Tucker)

A Splendid Confectionary and Fruit Establishment!

In his store will be found at all times all that is nice, sweet and agreeable to the taste. Believing that the citizens of the place desire the establishment of a house of this kind, he hopes, by attention to the trade, to merit a portion of its favors.

ANTONIO PIZZINI.

N. B. He keeps constantly on hand—

Oranges, Lemons, per box,	Preserves,
Raisins, per whole, ½ and ¼ boxes,	Cordials.
Nuts of all kinds,	Cigars of all kinds,
Figs and Prunes,	French and German Fancy Goods.

STEAM CANDIES (fancy and plain) manufactured by myself, and warranted as good as any in the United States. The above articles can be had at wholesale and retail.

A. PIZZINI.

April 15, 1854. 44—

TRUST SALE.—BY VIRTUE OF A DEED OF trust to me, executed by W. F. Blackwood, bearing date the 8th day of February, A. D. 1855, I shall offer for sale at public auction, on the 20th day of March next, at Piney Grove, Wake County, N. C., the following property, viz: one Turpentine Still and fixtures, coopers tools, ten Spirit Turpentine barrels, a lot of Rosin, Blacksmith's tools, five head of horses, one mule, four horse waggon and harness, horse cart, Jersey waggon, Buggy and harness, two cows and calves, fifteen head of hogs, all his farming tools, three beds, three bed-steds and furniture, together with all his household and kitchen furniture, one patent Salamander Safe, all of his remaining Stock of goods consisting of dry goods, groceries, hardware, cutlery, crockery, glass ware, hats, bonnets, boots, shoes, &c., &c., three hundred pounds of bacon.

Seven or eight hundred barrels Rosin, on the north bank of Cape Fear river above Purify's Ferry, in that portion of Cumberland county now called Harnett.

A. W. BETTS, Trustee.

February 20, 1855. 1063—w3w.

N. B.—Sale will commence at Piney Grove and continue from day to day till all is sold.

Terms made known on day of sale.

☞ Fayetteville Carolinian copy 3 times and forward bill to Trustee.

STRAY NOTICE.—WAS TAKEN UP AND ENtered on the Stray Books, by Eppy Grissom, Esq., living ten miles east of Oxford, a Grey Mare, about 16 years old, long tail, sore eyes, and bare footed. Valued at fifteen dollars.

R. J. MITCHELL, Ranger.

Oxford, Granville Co., Feb. 20, 1855. 1063—3tpd.

DRESS TRIMMINGS AND EMBROIDERIES.

W. H. & R. S. TUCKER.

RIBBONS, GLOVES, UMBRELLAS and PARASOLS [Steeple Tops.] W. H. & R. S. TUCKER.

FOR SALE.—A FINE YOUNG HORSE, LARGE size, blood bay, gentle, and a superior Buggy Horse. Call at HARRIS' LIVERY STABLE.

Raleigh, Feb. 13, 1855. 24—

Book Binding.

WANTED IMMEDIATELY.—TWO APprentices to the Book-Binding business, 15 to 16 years of age, of steady and industrious habits. Apply at the Raleigh Book-Bindery, over the N. C. Book-Store.

March 2, 1855. 39—

Premium Circular Saws.

THE HIGHEST PRIZE MEDAL, GIVEN AT THE Mechanic's Institute at its recent annual exhibition held at Richmond, Va., for the encouragement and promotion of American Manufactures was awarded to Toland and Burger, for specimens of their celebrated circular and other Saws.

The proprietors beg respectfully to call the further attention of Merchants, Founders, Mill men and the public generally, to the concurrent testimony of some of most influential and highly respectable citizens of the City of Richmond.

TREDEGAR FOUNDRY, }
Richmond, October 30, 1854. }

It gives us pleasure to state, that the Richmond made Saws of Messrs Toland & Burger, have proved equal to any we have used. We recommend these gentlemen to all who desire to encourage enterprise at home, and are much pleased to learn that they are receiving a liberal patronage.

ANDERSON DELANY & CO.

Richmond Va. Oct. 30, 1854.

The undersigned have sold thirty or more large Circular Saws, manufactured here by Messrs Toland & Burger, and we take pleasure in saying we have not heard a complaint of one that we have sold.

We keep an assortment of all the different kinds of Saws they make, viz: Circular Saws, all sizes, Mill, Pit, Cross Cut, Rip, Hand, Panel, Wood and Web Saws. We respectfully ask the attention of the Public to these Goods, as they are made in Virginia, are warranted in every respect; if they do not give full satisfaction, they can be returned, and they are sold low as similar goods can be purchased in the United States.

SMITH & HARWOOD,
Dealers in Harware, &c., No. 5 Main St.

EAGLE FOUNDRY OFFICE, }
Richmond, 22d August 1854. }

MESSRS. TOLAND & BURGER:

Gentlemen. It gives me pleasure to be enabled to state that the Circular Saws I have obtained from you for the use of my mills, are of very superior quality, and have given entire satisfaction to my customers in every instance; and I do not hesitate to pronounce them equal in every respect, if not superior, to those of any other manufactory within my knowledge, and can confidently recommend them to the public. Very respectfully, yours,

P. RAHM.

EAGLE FOUNDRY, }
Richmond, 30th August, 1854. }

MESSRS. TOLAND & BURGER:

Gentlemen—I have put in operation, since my connection with the above establishment, several of your Circular Saws; and they perform well, and I would recommend them to all in want of a good article.

JOHN CLARKE, *Sawyer.*

TERMS OF WARRANTY.

All Saws manufactured by and stamped Toland and Burger, are fully warranted, including temper, truth and soundness.

We challenge the production of a single instance in which we have failed to make good our Warranty. Purchasers will recollect that no other manufacturers give a full Warranty, either in Europe or America.

Letters of inquiry promptly answered.

TOLAND & BURGER.

Richmond, Feb. 2, 1855. 21—6msw.

Wimington and Weldon N. C. R. R. Through Freights.

ENG. & SUPT.'S OFFICE W. & W. R. R. }
Wilmington, N. C., Feb. 10th, 1855. }

FREIGHTS from Wilmington or any Station on the W. & W. R. R. to any Station on the North Carolina R. R., and also from any Station on the N. C. R. R. to Wilmington or other points on the W. & W. R. R., will be transhipped and forwarded from Goldsboro'—*free of charge for transhipment, &c.*

By the 15th of March next, arrangements will be made by which Goods and produce from the interior for shipment from, or to be sold in Wilmington, and also from Sea for the interior, will be delivered or received on the Company's wharf and forwarded free of charge for wharfage or drayage.

S. L. FREMONT, Sup't.

Feb. 13, 1855. 24—3m.

Distance from Wilmington to Raleigh by Railroad, 131½ miles; from Raleigh to Portsmouth, Va., 176½—difference 45 miles.

Freight on a barrel of Flour from Orange to Wilmington is 20 cents less than it is from Orange to Portsmouth, Va.

FRESH SHAD! FRESH SHAD!!

W. H. PUTNEY DESIRES TO INFORM THE citizens of Raleigh and the community at large, that he has made arrangements to receive fresh shad and all other fresh fish caught in our waters, on both the Gaston and N. C. Railroad; and as he will receive them on both roads he thinks he will be able to supply Raleigh and a great many of the counties and Hotels west of Raleigh with fresh shad and other fresh fish. All orders accompanied with the cash, will be promptly attended to.

I also keep on hand a good supply of all kinds of salt fish, such as Mackeral, New River Mullets, Trout, N. C. family Roe Herrings, Cod fish, &c. Also the very best article of Bacon, being bought expressly for Hotels and family use; all of which I will sell cheap for cash. All persons without exception, purchasing fish or other articles, will be required to pay the cash on delivery of the articles. Store on Wilmington street in front of the Town Hall, and next to E. Yarborough's livery stables.

W. H. PUTNEY.

Feb. 21, 1855. 26-3t.

☞ Register copy three times.

W. H. & R. S. TUCKER WOULD RESPECTfully inform their friends and the public that one of their firm has just returned from New York and Philadelphia where they have made additional purchases of staple and fancy Dry Goods, Hats, Shoes, and Groceries. Having purchased our goods at reduced prices we are enabled to furnish our patrons at unprecedented cheap rates.

N. B.—A choice lot of Furs, Comforts, Umbrellas, Over-Shoes, &c., &c.

Raleigh, Nov. 20, 1854. 104—

WATSON & BOOTH,
Upholsterers and Paper Hangers,
FAYETTEVILLE ST., *Opposite the Post Office.*

HAVING ESTABLISHED THEMSELVES IN THE City of Raleigh, will keep constantly on hand a large and handsome assortment of goods in their line, consisting of *Gilt, Velvet, Satin, and Common papers,* and borders to match,—all of which they will put up in the neatest manner, both in town and country.

Window Curtains, Cornices, Shades, Curtain Bands, Tassels, Cords, Gimps, &c., Hair and Shuck Mattresses and Lounges, Floor and Table Oil Cloths, &c., all of which will be disposed of at the lowest prices.

WM. WATSON. JOSEPH BOOTH.

Dec. 15, 1854. 7—3mpd.

NEW JEWELRY STORE.

CHARLES H. THOMPSON,

WOULD RESPECTFULLY INFORM THE CITIZENS of Raleigh, the county and the country adjoining that he has fitted up in splendid style the house formerly occupied by the Insurance Company, on the west side of Fayetteville Street, and between Mr. S. H. Young's and Murray & O'Neal's Dry Good Stores, where he has opened a *rich and beautiful assortments of* NEW JEWELRY of all the modern styles, consisting of the ornamented and the useful, and to which he invites the attention of the Ladies.

He has also for the gentlemen a good lot of GOLD and SILVER WATCHES, which will be warranted to perform well, when delivered to the customer; also a few excellent double barrel guns brought on expressly for the hunters of Carolina, also a great variety of walking Canes. In fact at the New Jewelry Store, any and every thing usually kept in such establishments may be found at prices that cannot fail to please the customer.

Repairing executed at short notice and satisfaction guaranteed.

October 15, 1854. 94—tf.

☞ Register, Post, Age, Metropolitan copy.

NOTICE.—Was taken up and committed to Jail, in the County of Nash, on June 25th, 1854, a negro man, who says his name is TOM, and belongs to the heirs of Billy Fosters', deceased. Tom, from his appearance, seems to be about twenty-five years of age, black complexion, and has more than an ordinary space between two of his under teeth. The owner is requested to come forward, pay prison charges and take him away, or he will be disposed of according to law.

A. R. BAINES, Sheriff.

Aug. 1—wtf.

PLEASANT GROVE MALE ACADEMY, *Wake Forest, N. C.*—WILLIAM M. CRENSHAW, A. B., Principal.—The Seventh Session of this institution will commence on the 2nd Monday in January next. Tuition from $7 to $15 per session. The Academy is situated 1 mile from Forestville. The location of this institution for health, morality and convenience cannot be surpassed by any. The Trustees of this school have more than realized their expectations in Mr. CRENSHAW as a teacher, and would say to the public that he is a thorough scholar and a good instructor. Board can be had at $6 per month. For further particulars address

DR. WESLEY HARTSFIELD,
Forestville, Wake Co., N. C.

Nov. 23, 1853. 3—tf.

$50 REWARD.—RANAWAY FROM THE subscriber, residing about two miles from Morris', on the old stage road leading from Raleigh to Chapel Hill, about the 20th of last January, a negro man named Crawford, about 30 years old, 5 feet 10 inches high, tolerably stout, and has a scar over the left eye extending partly across the forehead, speaks quick when spoken to, but sometimes stammers a little. He is believed to be in the Edwards neighborhood, Chatham county, or about the plantation of Rufus Jones, of Wake, who owns his wife. The above reward will be given for his delivery to me or for his confinement in any jail so that I get him again. My P. O. is Morrisville, Wake county.

WM. BARBE

Feb. 24, 1855. 27—5tp

REPORT CORRECTED.—In consequence of proposals made to me at the last Fair at Raleigh, by Dr. Wm. R. Holt, of Lexington, a report has been circulated that I will stand my horse, SARPEDON, at that place the ensuing spring. I would inform those interested that he will remain at my stable this season. Those desiring further information will please address me at Wilton, Granville county, and a bill will be sent them giving size, pedigree, &c.

WM. E. WYCHE.

Feb. 14, 1855. 23—wtf

☞ Spirit of the Age copy.